

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM JULY 1, 1905, TO
JUNE 30, 1906

*Submitted in accordance with the provisions of the Revised Statutes of Canada,
Chapter 37, Section 28*

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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EXCELLENT MAJESTY

1906

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from July 1, 1905, to June 30, 1906.

All of which is respectfully submitted.

H. R. EMMERSON,
Minister of Railways and Canals.

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AT A MEETING

OF THE BOARD OF TRUSTEES OF THE UNIVERSITY OF CHICAGO

Held at Chicago, Illinois

On the 15th day of May, 1906

Present: Messrs. [illegible]

Also Present: Messrs. [illegible]

Minutes of the last meeting

Read and approved

Report of the President of the University

REPORT OF THE PRESIDENT

During the year 1905-1906 the University has

been very successful in its work

and has made great progress

in all its departments

REPORT OF THE DEPUTY MINISTER.

To the Honourable H. R. EMMERSON,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal year ended June 30, 1906.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices.

In Part I. will be found statements showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

GENERAL SUMMARY.

The expenditures of the department for the fiscal year 1905-6 on its works of construction, operation and maintenance, both railway and canal, and in furtherance, by subsidy under authority of parliament, of outside railway enterprises, are as follows:—

The total railway expenditure for the year amounts to \$15,732,812.40; of which \$6,102,565.74 was charged to capital, \$7,893,653.49 to revenue, and \$1,736,593.17 to income.

The expenditure on capital included \$1,841,269.95 for the National Transcontinental Railway.

The expenditure on income included the sum of \$1,637,574.37 paid as subsidies to railways other than the government roads, also \$83,092.05 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway, including the Windsor Branch, was \$11,364,571.23, namely, on capital account \$3,765,170.90, and on revenue account \$7,599,400.33.

The expenditure on the Prince Edward Island Railway was \$790,378.05, of which \$496,124.89 was on capital and \$294,253.16 on revenue account.

The expenditure on canals aggregates \$2,758,022.32, of which \$1,552,121.21 was chargeable to capital, \$319,877.14 to income, \$497,694.77 for staff, and \$388,329.20 for repairs.

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Adding to the above the further sum of \$37,484.64 for miscellaneous expenditures common to both branches, the total departmental expenditure for railways and canals for the past fiscal year amounted to \$18,528,319.36, a decrease compared with the previous year of \$1,248,818.58.

The total revenue derived from the government works for the past fiscal year was \$8,058,610.73, namely, from railways, \$7,950,552.97, and from canals, \$108,067.76, of which the sum of \$107,717.32 was derived from hydraulic rents.

By Orders in Council of April 27 and May 19, 1903, tolls for passage through any of the government canals were abolished; the exemption, which was by way of experiment, to continue in force for the two seasons of navigation of 1903 and 1904, only. A further Order of February 25, 1905, continued the exemption for the season of 1905, and on June 22, 1905, the system of toll collection was definitely abandoned in respect of any and all the canals of the Dominion.

A sufficient staff has, however, been retained to carry on the essential work of recording the traffic through the canals—information which is requisite for the proper knowledge and appreciation of the commercial progress of the country—and for the collection of such other revenues as are derivable from the leasing of canal lands and water powers, &c.

The total expenditure on government railways prior to and since Confederation (July 1, 1867), up to July 1, 1906, amounts, on capital account, to \$154,876,086.62, which includes the sum of \$25,000,000 granted (from capital) to the Canadian Pacific Railway Company for its main line. In addition, there has been expended from the consolidated fund a total of \$159,466,261.69, which includes \$34,255,135.06, paid as subsidies to railways other than the Canadian Pacific Railway, making a total expenditure of \$314,342,348.31. Of this amount the sum of \$13,881,460.65 was expended on construction works prior to Confederation, on portions of what is now the Intercolonial Railway System.

The total revenue received from the government railways from July 1, 1867, to July 1, 1906, amounts to \$112,571,053.19.

The government expenditure on canals prior to and since Confederation (July 1, 1867) to July 1, 1906, amounts on capital account, to \$90,846,879.60, of which \$20,593,866.13 was expended prior to Confederation, and from the consolidated fund to \$23,548,402.07, making a total of \$114,395,281.67.

The total revenue derived from canals during the same period is \$13,513,583.32.

The total expenditure on railways and canals up to July 1, 1906, is, as above, \$429,443,069.73, to which must be added for miscellaneous expenditures, embracing both, \$705,439.75; making a grand total of \$429,443,069.73.

The total revenue derived from railways and canals from July 1, 1867, to July 1, 1906, is \$126,084,636.51.

Details of the above will be found in statements of the accountant of the department, Part I., pages 3 to 50, inclusive.

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RAILWAYS.

The present report deals with those railways of the Dominion directly controlled by the Federal Government, and with others, towards the construction of which subsidies have been granted or authorized.

All Canadian railway companies, however, are required by statute to furnish statistical returns, annually, under oath, giving details as to the operation of their roads, and various items of information, financial and otherwise. These sworn returns are digested and summarized by the Comptroller of Railway Statistics, and this summary, for the year ended June 30, 1906, is printed as a separate report.

Following the course, however, adopted for some years past, there is here furnished a digest of the compilation so made; supplying to the general public, in concise form, a general idea as to the position of railway matters in Canada.

It is to be observed, with satisfaction, that, this year, the railway companies have, without exception, fulfilled their statutory obligations by sending in their returns in due time; and the vexatious delays on their part in the matter, which, in previous years, have retarded compilation, have ceased to exist. Consequently, no list of delinquent companies has to be here recorded, as was the case in former reports.

STEAM RAILWAYS.

The number of steam railways in actual operation, including the two government roads, the Intercolonial and the Prince Edward Island Railways at the close of the fiscal year, June 30, 1906, was 198; some of these, however, are amalgamated or leased, making the total number of controlling companies 94, not including the government railways. The number of companies absorbed by amalgamation was 59, and the number of leased lines was 42.

On June 30, 1906, the number of miles of completed railway was 21,518, an increase of 917 miles, besides 4,085 miles of sidings. The number of miles laid with steel rails was 21,444, of which 878 miles was double track. The number of miles in operation was 21,353.*

The paid-up capital amounted to \$1,332,498,705, an increase of \$83,832,291.** The gross earnings of the year amounted to \$125,322,865 an increase of \$18,855,666, and the working expenses aggregated \$87,129,434, an increase of \$7,151,860, compared with those of the previous year; leaving the net earnings, \$38,193,431, an increase of \$11,703,806. The number of passengers carried was 27,989,782, an increase of 2,701,059, and the freight traffic amounted to 57,966,713 tons, an increase of 7,072,756 tons. The total number of miles run by trains was 72,723,482, an increase of 6,789,368.

The rolling stock comprised: For passenger service, 2,477 cars; for freight service, 91,276, including 61,929 box and cattle cars; and for operation and maintenance service 6,161, making a total of 99,914 cars. Of these, 86,442 were equipped with air-

NOTE.—* Of this mileage, the Canadian Pacific comprise 8,506.30 miles (5,169 owned and 3,337.30 leased), the Grand Trunk Railway 3,111.13 miles; the Intercolonial, 1,483.66 miles, including the Windsor Branch; the Canada Atlantic, 453.90 miles (395.60 miles owned, and 58.30 leased) and the Canadian Northern 2,482.20 miles (2,131.72 owned and 350.48 leased).

**The main items of this increase are the following: Canadian Northern, \$15,671,804; Canadian Pacific, \$17,877,753; Grand Trunk, \$5,840,638; Intercolonial, \$3,764,456.

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brakes, and 91,182 were fitted with automatic couplers, an increase of 5,801 over the previous year. The locomotives numbered 2,931.

The accident returns show a total of 361 persons killed, 16 being passengers, 139 employees and 242 others, and, in addition, 1,365 injured, of whom 235 were passengers, 890 employees and 242 others. By train collisions and derailments, 1 passenger, 35 employees and 2 others were killed, and 102 passengers, 95 employees and 12 others were injured. Through jumping on or off trains or engines in motion, 5 passengers, 8 employees and 20 others were killed, and 49 passengers, 70 employees and 40 others were injured. Through walking, lying or being on the track 5 passengers, 38 employees and 125 others were killed, and 2 passengers, 43 employees and 65 others were injured. Through falling from cars or engines, 4 passengers, 12 employees and 3 others were killed, and 20 passengers, 163 employees and 22 others were injured. Through being struck by engines or cars at highway crossings, 1 passenger, 2 employees and 47 others were killed, and 2 employees and 74 others were injured. In the work of coupling cars, 10 employees were killed, and 128 employees were injured, a total of 138, as against 130, 178, 211, 241 and 290 in the five preceding years, respectively ; a very satisfactory testimony to the efficiency and value of the automatic car coupler, now happily growing into general use.

By the Railway Act, 1903, section 211 (c) railway companies are required to provide and use on their engines and cars 'couplers which couple automatically, by impact, and which can be uncoupled without the necessity of men going in between the ends of the cars.'

ELECTRIC RAILWAYS (INCLUDING STREET RAILWAYS AND TRAMWAYS).

At the close of the fiscal year ended June 30, 1906, there were 814 miles completed, of which 811 miles were laid with steel rails, 135 miles being double-tracked. The paid up capital amounted to \$63,857,970, of which the municipal aid amounted to \$173,000 (including \$100,000 subscription to shares, and \$40,000 loan). The number of miles in operation was 814, the actual increase being 21 miles. The gross earnings aggregated \$10,966,872, an increase of \$1,609,747, and the working expenses \$6,675,038, an increase of \$756,844, leaving the net earnings, \$4,291,834, an increase of \$852,903. The number of passengers carried was 237,655,074,* an increase of 34,187,757, and the freight carried amounted to 506,024 tons, a decrease of 4,326 tons. The car mileage was 50,618,836, an increase of 4,659,735 miles. The accident returns show a total of 47 persons killed during the year, 12 being passengers, 2 employees and 32 others. In addition, 1,653 persons were injured, of these 1,088 were passengers, 125 employees and 440 others; 1 employee and 1 other were killed, and 85 passengers, 13 employees and 8 others injured in collisions derailments; 3 passengers and 2 employees were killed, and 844 passengers, 17 employees and 11 others injured, through jumping on or off cars in motion; 2 passengers and 13 others were killed, and 2 passengers and 128 others injured through walking or being on the track; 1 passenger was killed, and 72 passengers,

* The city street railways and their extensions carried passengers as follows:—Montreal (3 companies), 77,048,867; Toronto (3 companies), 74,960,886; Ottawa, 10,741,808; Quebec, 6,049,097; Hamilton (4 companies), 8,520,213; Winnipeg, 14,155,360; London, 5,294,553; Halifax, 3,403,747; St. John, 2,688,989; Vancouver, Victoria and New Westminster (operated and returns made by one company), 12,395,582.

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16 employees, and 2 others injured, through falling from cars; 4 passengers, and 19 others were killed, and 16 passengers, 8 employees, and 225 others injured by being struck by cars at highway crossings. 7 employees were injured by coupling cars. Power was supplied in 15 cases by water, and in 41 cases by steam. Ontario has 441 miles, Quebec 198, New Brunswick 16, Nova Scotia 54, Manitoba 32, and British Columbia 72 miles. Returns were received from 47 companies.

ALL RAILWAYS, STEAM AND ELECTRIC.

At the close of the fiscal year ended June 30, 1906, the conjoined statistics of steam and electric roads (including street railways) show the following results:— There were 22,332 miles of railway completed, 22,167 miles being in operation. The paid up capital amounted to \$1,396,356,675. The gross earnings were \$136,289,737, and the total working expenses \$93,804,472, making the net earnings \$42,485,265; 265,644,856 passengers, and 58,472,737 tons of freight were carried; 28 passengers were killed.

The following indicates the railway growth in Canada from year to year, since the opening of the first line in 1836:—

Year.	Miles in opera- tion.	Year.	Miles in opera- tion.
1835.....	0	1871.....	2,695
1836.....	16	1872.....	2,899
1837.....	16	1873.....	3,832
1838.....	16	1874.....	4,331
1839.....	16	1875.....	4,804
1840.....	16	1876.....	5,218
1841.....	16	1877.....	5,782
1842.....	16	1878.....	6,226
1843.....	16	1879.....	6,858
1844.....	16	1880.....	7,194
1845.....	16	1881.....	7,331
1846.....	16	1882.....	8,697
1847.....	54	1883.....	9,577
1848.....	54	1884.....	10,273
1849.....	54	1885.....	10,773
1850.....	66	1886.....	11,793
1851.....	159	1887.....	12,184
1852.....	205	1888.....	12,585
1853.....	506	1889.....	12,585
1854.....	764	1890.....	13,151
1855.....	877	1891.....	13,838
1856.....	1,414	1892.....	14,564
1857.....	1,444	1893.....	15,005
1858.....	1,863	1894.....	15,627
1859.....	1,994	1895.....	15,977
1860.....	2,065	1896.....	16,270
1861.....	2,146	1897.....	16,550
1862.....	2,189	1898.....	16,870
1863.....	2,189	1899.....	17,250
1864.....	2,189	1900.....	17,657
1865.....	2,240	1901.....	18,140
1866.....	2,278	1902.....	18,714
1867.....	2,278	1903.....	18,988
1868.....	2,278	1904.....	19,431
1869.....	2,524	1905.....	20,487
1870.....	2,617	1906.....	21,353

To the above is to be added the following, in respect of electric railways from the year 1901, the first year of publication of returns:—

Year 1901.....	553 miles in operation.
“ 1902.....	558 “ “
“ 1903.....	759 “ “
“ 1904.....	767 “ “
“ 1905.....	793 “ “
“ 1906.....	814 “ “

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor Branch (maintained only) and the Prince Edward Island Railways.

Details respecting these railways and their operation will be found in the appendices, Part II., containing reports from the Chief Engineer of the Department, the General Manager of Government Railways and the officials of these roads.

The gross earnings of the government roads for the past fiscal year, 1905-6, ended on the 30th of June, 1906, amounted to \$7,950,552.97, and, compared with the preceding year, show an increase of \$899,660.86. The gross working expenses amounted to \$7,893,653.49, a decrease, compared with the previous year, of \$1,012,600.86.

The operations of the year resulted in a net gain of \$56,899.48, against a net loss in the preceding year of \$1,855,262.24.

The Intercolonial produced a profit of \$61,915.54, the Windsor Branch a profit of \$31,966.53, and the Prince Edward Island Railway a loss of \$36,982.59.

It should be noted that in the statements of the accountant, the figures relating to the Windsor Branch of the Intercolonial are included in those of that railway.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway companies, making an addition of 169.81 miles to the operation of the government line.

The leasing agreement with the Grand Trunk Railway Company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., chap. 5 (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudiere to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On June 30, 1904, the total mileage of the railway and its branches was 1,320.92 miles, the addition being due to the completion of the Riviere Ouelle Branch.

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During the fiscal year 1904-05, that length was increased by the purchase, on October 1, 1904, of the Canada Eastern Railway from Gibson to Loggieville, 123·67 miles, and by the surrender, on April 19, 1905, of the Fredericton and St. Mary's bridge, and connected property, 1·33 mile. The total mileage of the Intercolonial Railway system in operation on June 30, 1905, was 1,445·92 miles. No change has been made during the fiscal year 1905-6.

CAPITAL ACCOUNT.

During the past fiscal year there was an addition of \$3,765,170.90 to the capital account, making the total expenditure chargeable to capital on the whole road as amalgamated under the Acts 54-55 Vic., chap. 50, (1891) and 62-63 Vic., chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway, up to July 1, 1906, \$81,238,728.63.

The additions during the year included (omitting cents) the following more important items: for rolling stock, \$1,291,234; steel rails and fastenings, \$379,956; additional sidings and spurs, \$120,127; Fredericton and St. Mary's Bridge, \$300,000; increased accommodation at Halifax, \$304,371; at Moncton, \$88,187; at Truro, \$99,743; at Pictou, \$100,531; at St. John, \$75,784; at Sydney, \$54,432; for the extension to Sydney Mines, \$42,402; for strengthening bridges, \$244,582; and for double-tracking parts of the line, \$206,948. Other improvements have been made on various parts of the line, on capital account, increasing its facilities for handling traffic, and rendering operation easier and safer; these include the application of air-brakes to a further number of freight cars, and the substitution of M.C.B. couplers for the old draw-bar on such cars. The reports of the General Manager, the Chief Engineer and other officers of the railway will be found in the appendices hereto, Part II., giving copious details in the matter.

REVENUE ACCOUNT.

The gross earnings of the year amounted to \$7,643, 829.90, an increase, compared with the preceding year, of \$860,307.07, and the working expenses to \$7,581,914.36, a decrease of \$926,912.39, leaving a surplus of \$61,915.54.

The several classes of expenditure were to the following amounts (omitting cents): for locomotive power, including salaries, wages, fuel, repairs, &c., \$2,930,075, a decrease, compared with the previous year of \$286,578; car expenses, \$1,617,119, a decrease of \$423,014; maintenance of way and works, \$1,397,143, a decrease of \$325,473; station expenses, \$1,032,764, an increase of \$95,948; for 'general charges,' which include staff and agents' salaries, damages paid, ferry service, printing and advertising, and agency expenses, \$586,267, an increase of \$50,726.

Comparing the earnings with those of the previous year, the passenger traffic produced 30·06 per cent of the gross earnings, and amounted to \$2,297,716.52, an increase over those of the preceding year of \$192,649.77, the freight traffic 65·67 per cent, amounting to \$5,019,805.53, an increase of \$646,626.98, and the carriage of mails and express matter 4·27 per cent, amounting to \$326,307.85, an increase of \$21,030.32.

Based on a total mileage of 1,445·92 (against 1,414·67 miles the previous year) the earnings per mile amounted to \$5,286.48, an increase of \$491.35 per mile compared

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with the previous year. The earnings per train mile amounted to 1·029 cents against 0·929 cents the previous year. The earnings per engine mile amounted to 82·15 cents against 72·08 in the previous year.

The working expenses per mile of railway were \$5,243.66, a decrease of \$771.04; the expenses per train mile were 102·12 cents, a decrease of 14·49 cents, and per engine mile 81·48 cents, a decrease of 8·94 cents. These figures include the rental for the extension into Montreal.

The engine mileage was 9,304,511, a decrease of 105,782 miles; the train mileage was 7,424,831, an increase of 128,086 miles, and the car mileage 93,746,123, an increase of 5,490,846 miles, compared with the previous year.

GENERAL OBSERVATIONS.

The following details, showing the principal items of the traffic of the railway during the past fiscal year in comparison with that of the previous year, will be found of interest.

The number of passengers carried was 2,737,160, a decrease of 73,800. The number of local passengers decreased to the extent of 98,456, but there was an increase of 24,656 in the number of through passengers. The freight traffic aggregated 3,156,189 tons, an increase of 373,932. The local freight increased by 294,335 tons, and the through freight by 79,597 tons.

The following shows the principal goods carried and their quantities, and also a comparison with the quantities carried in the previous year.

Of flour and meal 1,882,630 barrels, an increase of 113,150; of grain, 2,924,226 bushels, a decrease of 393,684; of lumber, 572,878,600 superficial feet, an increase of 54,414,290; of live stock, 106,589 head, a decrease of 4,081; of coal, 620,272 tons, an increase of 17,895; of manufactured goods 866,955 tons, an increase of 234,932; of fire-wood, 47,106 cords, a decrease of 11,294; of goods other than the above, 510,080 tons, an increase of 5,089 tons.

The satisfactory showing indicated by the above statements, has, unfortunately, been marred by a most disastrous fire that occurred on the 24th of February, 1906, in the workshops at Moncton, completely destroying a number of the principal buildings and their contents, together with a quantity of rolling stock, and causing considerable damage otherwise. Immediate steps were taken to meet the emergency by temporary provisions, the entire cost of which was defrayed from revenue, and to rebuild, on a more extensive and suitable site. For this purpose an area of 287½ acres has been purchased and the new buildings are in course of construction.

The winter was a comparatively mild one, and but little delay was experienced from snow-storms. The direct cost of snow and ice removal was \$55,380.62. The value of the stores in hand at the close of the year, including fuel and steel rails and fastenings, was \$1,493,723.83.

Details of works executed, and financial and other statements from the officers of the road will be found in the appendices, Part II.

It is desirable that I indicate more fully than in my general summary, above given, some of the features of the improved financial position of the Intercolonial

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in its last years' operation, which have resulted not only in an increase of \$860,307.07 in the traffic returns, but in a reduction of expenditure to the amount of \$926,912.39, making a total betterment of no less than \$1,787,219.46 in the road's financial standing as compared with the previous year, while, at the same time, it cannot be too strongly asserted that the reductions so carried out have involved no degradation of the standard of the railway, which, on the contrary, has never been higher than during the year past, both from the structural, maintenance, and operation points of view; nor has the standard of wages been lowered.

In locomotive power there was a reduction, omitting cents, of \$186,577; in car expenses, comprising train expenses and ordinary repairs, \$423,013; and in maintenance of way and works \$325,473. In these figures, omitting cents, on the item of coal there was a reduction of \$80,515, while oil waste and small stores cost \$9,259 less. The following were the reductions in the cost of repairs, omitting cents:— To engines, tenders, and engine tools, \$116,506; to passenger cars \$57,612, and to freight cars, \$319,908. In the repairs of roadway a reduction of \$146,275 was effected; further, as the result of the improved engine service, which, as below mentioned amounts to an increase of 15.9 tons per engine mile, the cost of wages in that connection has been correspondingly lessened; the reduction so caused amounting to \$72,587.

Analysing further the engine and car mileage, I may state that the total engine mileage for 1905-6, 9,304,511 miles, a reduction, compared with the previous year, of 105,782, comprised freight train miles 4,730,595, an increase of 326,570; passenger 2,694,236, a decrease of 198,484, and shunting and light engines 1,879,680, a decrease of 223,868. The total car mileage, 93,746,123 miles—an increase of 5,490,846—comprised freight cars, 78,399,746 miles, an increase of 5,659,825, and passenger cars, 15,346,377 miles, a decrease of 168,979. The total ton miles amounted to 851,211,445, an increase, compared with the previous year, of 140,161,712. This is equivalent to 91.5 tons per engine mile, as against 75.6 in the preceding year, an increase of 15.9 tons.

It is only proper to observe, in the comparison of the Intercolonial expenditures of last year with those of the previous year, that the year 1904-5 was marked by the exceptionally heavy cost entailed by the unprecedented severity of the winter season, a cost which is set down in the railway official statement at \$264,716; whereas the winter of 1905-6 was of such mildness that the cost is placed at only \$55,380. Again, in 1904-5 the assistance rendered to the eastern portions of Nova Scotia and Prince Edward Island by the free transport of hay entailed, as stated in my last report, a cost which I estimated at \$140,000. This, of course, has no parallel in the year now closed, nor in any preceding year.

A very important measure has been adopted in connection with the account system of the Intercolonial, which will have far-reaching and satisfactory effect in the future handling of this important branch. The system has now been brought into conformity with that in force on the leading Canadian railways and on the railways of the United States as laid down by the Inter-State Commerce Commission, and, as a result of such conformity, the vexatious and troublesome discrepancies that have heretofore embarrassed the road in its dealings with other roads will disappear, and

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harmonious working out of the various complicated questions constantly arising between them will be attained.

As an important feature of the new system, there will be gathered, compiled, and recorded, itemized information as to all expenses and cost of the railway operation, and the several operating officers in charge of the various branches of management will from time to time, be kept fully apprised of the cost of the works or operations incidental to their own particular charge, and, with the data thus afforded them, be enabled to keep absolute check of such expenditures, and to control any tendency to waste. General statements will be, from time to time, furnished to the General Manager and to the department, embodying the expenditures, in detail. The existence of such a check cannot but have a very beneficial effect on the management of the road, from the financial point of view.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all costs of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends, for a further term of 21 years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of works are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial Railway.

The gross earnings of the government (one-third of the gross receipts) amounted to \$49,452.50, a decrease of \$586.17. The expenses of maintenance amounted to \$17,485.97, a decrease of \$9,377.19, leaving the net profit to the government \$31,966.53.

All necessary repairs and renewals have been carried out, and the road has been maintained in good condition. A new passenger station, with an addition to the freight house were built at Windsor.

PRINCE EDWARD ISLAND RAILWAY.

The mileage of the railway was increased by the opening of the branch from Charlottetown to Murray Harbour, including the Vernon River Branch between Lake Verde and Vernon, in all 52.3 miles, making the total length of this railway system 261.3 miles.

CAPITAL ACCOUNT.

The total cost of the road and its equipment chargeable to capital account at the close of the past fiscal year was \$7,215,588.69, there having been an addition during the year of \$496,124.89.

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The chief items of this expenditure were in connection with the works on the Murray Harbour branch, namely, \$118,295.17, and a further sum of \$75,733.99 on the Hillsborough bridge at Charlottetown, which is a part of this branch. A total of \$113,325.31 was expended on the branch line from Cardigan to Montague Bridge and \$27,208.37 on the branch line to Vernon River bridge. Other items of improvement were for increased accommodation at Charlottetown, \$63,379.17. At various points on the railway the accommodation was improved, amongst others, at Georgetown at a cost of \$19,996.99. The sum of \$19,987.89 was expended in applying Westinghouse air-brakes and air signals to cars, and \$10,994.47 on applying the M.C.B. couplers to rolling stock.

REVENUE ACCOUNT.

The gross earnings amounted to \$257,270.57, an increase of \$39,939.96, compared with the previous year, and the working expenses to \$294,253.16, a decrease of \$76,121.28. The expenditure was in excess of the earnings to the extent of \$36,982.59.

The number of passengers carried was 256,092, an increase of 20,898, producing \$114,053.82, an increase of \$11,548.27. Of freight 87,162 tons were carried, an increase of 13,193 tons, producing \$121,621.58, an increase of \$26,896.88. The earnings from mails and sundries amounted to \$21,595.17, an increase of \$1,494.81.

The engine mileage was 431,678 miles, a decrease of 10,815 miles; the train mileage was 313,501 miles, a decrease of 29,800 miles.

The working expenses per train mile were 93.86 cents, a decrease of 14.05 cents, and per mile of railway \$1,205.95, a decrease of \$566.60 per mile.

The receipts per mile of railway amounted to \$1,054.39, an increase of \$14.53 per mile.

The percentages of gross receipts were as follows:— Passenger earnings 44.34 per cent, a decrease of 2.83 per cent; freight 47.27 per cent, an increase of 3.69 per cent, and other items 8.39 per cent, a decrease of 0.86 per cent.

The value of stores on hand at the close of the fiscal year, including fuel and steel rails, was \$73,044.87.

The destruction by fire on the 30th November, 1905, of the carpenter and blacksmith shop at Charlottetown entailed considerable expenditure.

Details will be found in the appendices, Part II.

The following represents the condition of the 27 locomotives, which constitute the locomotive power on the Prince Edward Island Railway:—

Three were built in 1873, and are of no further use, being worn out; 4 were built in 1876, and are of no use; 4 were purchased in 1882, and are in good order, but being too light for the main line, they can only be used as shunters; 2 were purchased in 1884, and are in good order, but can be employed only for light specials; 2, one purchased in 1873 and the other built in 1866, have been discarded, as of no further use; 2 were purchased in 1899; 2 in 1900; 2 in 1902; 4 in 1904; 1 in 1905, all of which are in good order; 1 purchased in 1887 has been repaired and is now in good order.

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The position, accordingly, seems to be that 9 of these engines are of no further use, 4 are in fair condition for use as shunters, and 14 are in good condition.

It seems proper to remark that the population of Prince Edward Island, according to the last census of 1901, is under 104,000, and that this population is mainly agricultural. To meet the expenses of the railway, with the engine mileage above shown—equivalent to about 4 engine miles per head of population—about \$3 per head, or, say, \$15 per family, would be required, an amount which, under the existing conditions, it would be difficult to obtain.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Ed. VII., chap. 58 (1903) amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council dated January 18, 1904, which also appointed certain persons as commissioners. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

SURVEY FOR A RAILWAY TO GIVE ACCESS TO THE YUKON DISTRICT.

In the annual report of the fiscal year 1900-01, will be found a full report from the engineer in charge on this subject and also (on p. xv.) a summary of the work done and the conclusions arrived at. Previous reports were printed in the annual reports for the years 1898-99 and 1899-1900.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have agreed with His Majesty in respect of the construction of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is to be composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and through the province of Manitoba to the city of Winnipeg, and the western division, between Winnipeg, or some point on the said eastern division, and the Pacific ocean. The eastern division is to be constructed by the government under four commissioners to be appointed by the Governor in Council, and thereafter leased to and maintained and operated by the company, who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the

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first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than \$20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction, such amount not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys to be made).

The several expenditures to be made under these Acts and agreements are to be so made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly. The board are to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to Parliament.

The Board of Commissioners was duly appointed by Order in Council, together with the necessary officers, and is established with its headquarters in the city of Ottawa.

The report of the board for the fiscal year ended on June 30, 1906, has been received, and will be laid before Parliament in due course.

It may, however, be desirable to briefly summarize here the results of operations carried on.

The total expenditure by the board amounted for the fiscal year to \$1,479,071.77, added to which there was paid from the Finance Department, but chargeable against the railway, the sum of \$352,191.73 for the purchase of the Grand Trunk Pacific surveys, stores, &c., within the zone of the surveys conducted by the board, and further amounts paid by this department aggregating \$10,006.45, making the total expenditure on the railway for the fiscal year \$1,841,269.95.

The previous expenditure amounted to \$784,740.68, making the total expenditure up to June 30, 1906, \$2,626,010.63.

From the report of the Board it appears that the various surveys carried on have produced satisfactory results, and that the basal intention that the railway, throughout, should be so located as to afford grades of exceptional ease in operation not exceeding 0.40 per 100 against east bound and 0.60 per 100 against west bound traffic and curves of the greatest possible radius has been closely regarded, though the endeavour to meet this requirement has, of course, entailed much additional survey work.

Connected lines of survey have now been obtained for the entire distance between Moncton and Winnipeg.

During the past year, 9,156 miles of survey were made, including exploratory, preliminary, first location, revised location, and final location. Of first location there

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were 1,734 miles ; of revised location, there were 618 miles, and of the final 358 miles.

At the close of the fiscal year, construction was in progress, under contract, on 150 miles from the Quebec bridge westerly, and also on 244 miles from a point a few miles east of Winnipeg to the approximate point of junction of the Thunder Bay Branch of the Grand Trunk Pacific near Peninsular Crossing, longitude 92°. The Cap Rouge viaduct, a short distance west of the Quebec bridge, was under contract.

On the Western Division of the railway, to be built by the Grand Trunk Pacific Railway Company, the report of the Government Chief Engineer shows the position to be as follows, up to the 1st of September, 1906. Plans and profiles of the located line have been approved by Order in Council for a total distance of about 720 miles, covering the distance from Portage la Prairie to a point about 8 miles east of Edmonton, and the works are in progress on this section, though the scarcity of labour has affected their advancement. The location in the prairie country has been so selected as to carry the road through a fine farming district, and to give a line of railway with easy curvature and with such gradients that no grade will exceed 0.40 per 100 against the traffic moving east and 0.50 per 100 against the west bound traffic. This will, of course, involve much work of heavy character, but the results to be thereby attained will have a most important bearing on the successful and economical operation of the railway. This report of the Chief Engineer will be found in the appendices.

RAILWAY SUBSIDIES.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been fully earned and paid prior to July 1, 1905.

A tabulated statement of payments will be found in Part I., and a list of subsidy agreements entered into during the fiscal year in Part IV.

The several subsidy Acts passed in each year from 1882 will be found in Part III. No subsidies were authorized in the session of 1895, 1896, 1898, 1902 and 1905.

Information has been brought down to the end of the fiscal year 1905-06.

SUBSIDY CONTRACTS ENTERED INTO DURING 1905-06, TO JUNE 30, 1906.

Canadian Pacific Railway Company.—From St. Philippe d'Argenteuil Station, &c., northerly, 3 miles; contract dated March 20, 1906.

Central Ontario Railway Company.—From a point near Bancroft to a point near Whitney, 40 miles; contract dated September 6, 1905.

Chateauguay and Northern Railway Company.—From a point in Hochelaga Ward, Montreal, to a point on Great Northern Railway in or near Joliette, &c., 42 miles; contract dated June 26, 1906.

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Kettle River Valley Railway Company.—From Grand Forks to a point 50 miles up Kettle River, 50 miles; contract dated July 28, 1905.

Klondike Mines Railway Company.—From Dawson to Stewart River, 84 miles; contract dated May 25, 1906.

Kootenay Central Railway Company.—From Golden to International boundary line, via Windermere and Fort Steele, &c., through Crow's Nest Pass at or near Elko, 186 miles; contract dated June 23, 1906.

Mabou and Gulf Railway Company, Limited.—From Mabou Coal Mines to a point near Glendyer, thence to Orangedale on Intercolonial Railway, 34 miles; contract dated July 5, 1905.

Midway and Vernon Railway Company.—From Midway to Vernon, 150 miles; contract dated July 28, 1905.

SUBSIDIES PAID DURING THE FISCAL YEAR ENDED JUNE 30, 1906.

Canadian Pacific Railway (Kootenay and Arrowhead .	
Branch...	\$ 89,076 00
Chateauguay and Northern Railway.. . . .	116,000 00
Halifax and South-Western Railway.. . . .	176,512 00
James Bay Railway.. . . .	651,264 00
La Compagnie du chemin de fer de Colonization du	
Nord...	75,376 00
Middleton and Victoria Beach Railway.. . . .	50,303 80
Nicola, Kamloops and Simalkameen Railway Coal and	
Railway Company.. . . .	110,592 00
Orford Mountain Railway.. . . .	45,764 50
Quebec and Lake St. John Railway.. . . .	86,016 00
Restigouche and Western Railway (now International	
Railway Company of New Brunswick).. . . .	50,070 07
	<hr/>
	\$1,450,974 37

GOVERNMENT ACTION AS TO SUBSIDIZED RAILWAYS.

(The numbers within brackets after the title of the company refer to the lists of railways for which subsidies have been authorized by Parliament year by year, from the commencement of the system of railway subsidy in 1882, in the appendices hereto.)

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made, in so far as the Dominion government is concerned; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy.

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The following shows the aggregate of the payments made on subsidy accounts:—

For the fiscal year 1883-84, ended on June 30, 1884				\$	208,000	00
"	1884-85	"	1885		403,245	00
"	1885-86	"	1886		2,171,249	00
"	1886-87	"	1887		1,406,533	00
"	1887-88	"	1888		1,027,041	92
"	1888-89	"	1889		846,721	83
"	1889-90	"	1890		1,678,195	72*
"	1890-91	"	1891		1,265,705	87*
"	1891-92	"	1892		1,248,215	93*
"	1892-93	"	1893		811,394	07*
"	1893-94	"	1894		1,229,885	10*
"	1894-95	"	1895		1,310,549	10*
"	1895-96	"	1896		834,745	49*
"	1896-97	"	1897		416,955	30*
"	1897-98	"	1898		1,414,934	78*
"	1898-99	"	1899		3,201,220	05*
"	1899-1900	"	1900		725,720	35*
"	1900-01	"	1901		2,512,328	86*
"	1901-02	"	1902		2,093,939	00*
"	1902-03	"	1903		1,463,222	34*
"	1903-04	"	1904		2,046,878	45*
"	1904-05	"	1905		1,275,629	53*
"	1905-06	"	1906		1,637,574	37*
					<hr/> \$31,229,885 06	

To the above there have to be added the following exceptional subsidies:—

The Canada Central Railway, paid between 1878-83..	\$	1,525,250	00
The Canadian Pacific Railway extension from St.			
Martin's Junction to Quebec, paid in 1885.. ..			1,500,000 00

Total subsidies paid from 'Consolidated Fund' up	
to June 30, 1906.. .. .	\$ 34,255,135 06
The main line subsidy to the Canadian Pacific Rail-	
way was paid from 'Capital,' amounting to.. ..	25,000,000 00

Total paid as subsidies.. .. .	\$ 59,255,135 06
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The above does not include the amount \$2,394,000, due to the province of Quebec for the railway between Ottawa and Quebec, which amount has been transferred to the public debt, and on which interest at 5 per cent is paid, amounting to \$119,700 a year. (See note on page 49 of the accountant's statement, Part I.)

NOTE.—The names, locations and mileage of the several railways of the Dominion, together with those of the branch lines composing their systems will be found in the 'Railway Statistics,' now issued as a separate report.

* In these amounts the subsidy of \$186,600 a year payable to the Atlantic and North-west Railway Company, for 20 years from July 1, 1889, is included. Payment is made by the Finance Department.

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ALBERTA SOUTHERN RAILWAY COMPANY.

(See Annual Report of 1891-92.)

ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY.

(See Nos. 437 and 479.)

This company was incorporated as 'The Algoma Central Railway Company' by the Act 62-63 Vic., chap. 50 (1899), with powers to construct a line of railway from the town of Sault Ste. Marie to a point on the Canadian Pacific Railway at or near Dalton Station, and thence south-westerly to Michipicoten Harbour, Lake Superior.

These powers were amended by the Act 63-64 Vic., chap. 49 (1900), and the company were empowered to build a railway from Sault Ste. Marie to a point between the rivers Magpie and Michipicoten, and thence to the main line of the Canadian Pacific Railway, and southerly to Michipicoten Harbour.

By the Act 1, Ed. VII., chap. 46 (1901), the name of the company was changed as above, and they were empowered to build an extension of their railway from a point on the Canadian Pacific Railway northerly to some point on James Bay, not further north than Equam river.

By the Railway Subsidy Act of 1899, 62-63 Vic., chap. 7, item 23, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for 40 miles of a railway from Sault Ste. Marie towards Michipicoten river and harbour, and towards the Canadian Pacific Railway.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 28, 1901, under authority of orders in council dated May 30 and August 10, 1901.

By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 4, the grant of a similar subsidy to the company was authorized for an extension of 25 miles from the end of the 40 miles section above mentioned, and also for 25 miles from Michipicoten harbour towards the main line of the Canadian Pacific Railway.

Under authority of an order in council, dated January 6, 1902, a contract was entered into with the company on February 5, 1902, for the work so subsidized.

By the Railway Subsidy Act of 1901, chap. 7, item 20, the grant of a similar subsidy was authorized for a further distance, not exceeding 135 miles, to a point on the Canadian Pacific Railway at or near White river, and a contract was entered into with the company accordingly on October 15, 1902.

Payments of subsidy to the extent of \$924,976 had been made up to June 30, 1905.

No further payments have been made up to June 30, 1906.

ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY.

(See No. 524.)

This company was incorporated by the Act 56 Vic., chap. 39 (1893), with powers to construct or acquire a line of railway from a point at or near Gaspé bay, in the province of Quebec, to a point at or near the St. Mary river, in the district of Algoma,

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in the province of Ontario, and was authorized to enter into agreement with certain companies named for the purchase or lease of their railways, in whole or in part, and their franchises, between the points named.

Agreements were made by the company, and were confirmed by Parliament by the Act 57-58 Vic., chap. 63 (1894), as follows :—

(1) For the purchase of the Baie des Chaleurs Railway Company's railway and appurtenances and their franchises. (2) For the use of a bridge to be constructed across the River St. Lawrence, opposite the city of Montreal, to be built by the Montreal Bridge Company. (3) For the purchase of the Great Eastern Railway between Yamaska and St. Gregoire, in the province of Quebec. (4) For the purchase from the Ottawa Valley Railway Company of their railway between Lachute and St. Andrew's, in the province of Quebec, and their franchises. The Act provided that the railways named should be completed within three years, and the bridge within five years.

Difficulties, however, arose; the property of the Atlantic and Lake Superior Railway Company was ultimately vested in the trustees of the bondholders, who, by the Act 1, Ed. VII., chap. 48, 1901, were authorized, notwithstanding anything contained in any Act of Parliament, to repair and renew the road-bed and bridges of the railway between Metapedia and Caplin, and to construct the railway from Caplin to a point near Paspébiac; such powers of construction to be exercised before December 31, 1902; also to operate the railway between Metapedia and Paspébiac, the Baie des Chaleurs division.

By the Subsidy Act of 1901, 1 Ed. VII., chap. 7, item 9, the grant of a subsidy was authorized for the 30 miles between Caplin and Paspébiac, namely, of \$3,200 a mile, with a further subsidy of 50 per cent of cost in excess of \$15,000 a mile; in all, not exceeding \$6,400 a mile; the subsidy contract to be made 'with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company.' The Act provided for payment out of the subsidy, 1st, for certain bridge superstructures, the amount being limited to \$35,000; 2nd, 'for the completion of the road-bed and works incidental thereto;' 3rd, 'towards payment of overdue balances, *pro rata*, in settlement of claims for labour, boarding-house claims, and supplies furnished in connection with the said section of railway.'

Under date July 25, 1901, a subsidy contract was entered into accordingly. The road was completed, and, on inspection, was so reported in June, 1903. The question of the amount of subsidy earned remained to be decided, involving decision as to the actual, necessary and reasonable cost of this 30 miles of railway.

On examination, this cost was found to be \$589,485.37, and the total subsidy earned \$165,735.

By an order in council of July 23, 1904, authority was given for certain payments on that basis, and for the appointment of a special commissioner for the investigation of the various claims presented for labour, &c.

Up to June 30, 1904, payments had been made to the extent of \$104,153.98. Of this total, \$32,153.98 was for bridge superstructures, and \$72,000 to the trustees for road-bed completion.

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During the fiscal year 1904-05 there was paid a total of \$42,336.86, of which \$14,675.84 was paid to the trustees for road-bed completion, and \$27,661.02 for labour, &c., making the payments up to June 30, 1905, \$32,153.98 for bridge superstructures, \$86,675.84 for road-bed completion, and for labour, &c., \$27,661.02, a total of \$146,490.84. The number and amounts of the claims put forward for labour, &c., were so considerable, and they were of so complicated a character, that the necessary investigation before the apportionment of the moneys available could be made was a matter of time and difficulty. This investigation was carried out by the department, and, finally, by Judge Langelier, of Quebec, upon whose decision payments have been made as above stated. No further payments have been made up to June 30, 1906.

It has to be observed that, as stated in the annual report of the department for the year 1894-95, subsidy has been paid to the Baie des Chaleurs Railway Company for the portion of this railway from Metapedia eastwardly towards Paspebiac, 70 miles, to the extent of \$620,000.

ATLANTIC AND NORTH-WEST RAILWAY COMPANY.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report of 1889-1890.)

The full history of this subsidy was shown in the annual report for 1889-90. The company receives an annual subsidy of \$186,600 for 20 years. The first payment having been made in 1889-90. The total paid up to June 30, 1906, is \$3,172,200. Payment is made by the Department of Finance direct.

ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY.

(See No. 595.)

This company was incorporated by the Act of Quebec, 1 Ed. VII., (1901) chap. 63 with powers to construct a railway from Gaspé Basin to some point north of Causapschal, but not beyond Sayabec, in the county of Matane. Other powers were granted of a general commercial character.

By the Dominion Act, 3 Ed. VII., chap. 81 (1903), the above company was declared to be for the general advantage of Canada, and authority was granted to them, in addition to that conferred by their Act of incorporation, to construct a railway from a point north of Causapschal on the Intercolonial Railway, to a point at or near Edmundston, N.B.

By the Dominion Subsidy Act, 3 Ed. VII., (1903) chap. 57, item 51, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Gaspé to a point at or near Causapschal on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a railway from Paspebiac to Gaspé, not exceeding 102 miles.

The company having applied for the subsidy granted for the line from Paspebiac to Gaspé, a contract was entered into with them, accordingly, on February 25, 1905, under authority of order in council dated January 28, 1905.

No payments have been made up to June 30, 1906.

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BAIE DES CHALEURS RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See also Atlantic and Lake Superior Railway Company.)

THE BAY OF QUINTÉ RAILWAY COMPANY.

(See Nos 434 and 581.)

This company was incorporated by the Dominion Act of 1881, chap. 46, under the name 'The Bay of Quinte Railway and Navigation Company,' with powers to construct a line of railway from Mill Point, county of Hastings, on the Bay of Quinté, to a point of junction with the Grand Trunk Railway.

By the Act of 1896 it was empowered to amalgamate with the Kingston, Napanee and Western Railway Company (formerly the Napanee, Tamworth and Quebec Railway Company), under the name of the Bay of Quinte Railway Company. Its powers were extended to cover the construction of branch lines, not exceeding 20 miles in length, each to connect with mines and mineral lands, and by the Act of 1900, chap. 50, extensive powers were conferred for development of electrical power, and for mining and timber industries. Their powers of construction were extended to June 14, 1905.

By the Subsidy Act of 1899, chap. 7, item 20, as amended by clause 9 of the Subsidy Act of 1900, chap. 8, the grant of aid was authorized to the extent of \$3,200 per mile for 10 miles, for extensions, branches and additions to connect their lines of railway or to connect the said lines or connecting lines with iron or other mines or mineral or wood lands in certain counties named. This was in lieu of part of the balance of subsidy granted to the Kingston, Napanee and Western Railway in 1892.

Under date of December 30, 1902, a subsidy contract was entered into with them accordingly.

By the Subsidy Act of 1899, chap. 7, item 45, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for an extension not exceeding 2 miles, of the company's line, westerly, from a point at or near Richmond Boundary Road, near Deseronto, and also for an extension from the end of the said two miles, northerly, for a distance not exceeding 3 miles.

Under date of December 30, 1903, a separate contract was entered into with the company for each of these two sections.

During the fiscal year 1902-03 payment was made of \$19,200 for the six miles between Deseronto and Napanee, under the subsidy granted by item 20 of the Act of 1899.

By the Subsidy Act of 1903, chap. 57, item, 37, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on the average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for further extension of the company's line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction via the villages of Queensborough and Bannockburn, to a point in the township of Marmora or Lake in Hastings county, not exceeding 20 miles in all.

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Under date of January 23, 1904, a subsidy contract was entered into with the company for the construction of this extension.

The total payments to this company on subsidy account amounted to \$69,120, up to June 30, 1904; but there had been previously paid to the Kingston, Napanee and Western Railway Company a total of \$208,732.80.

No further payments have been made up to June 30, 1906.

BEERSVILLE COAL AND RAILWAY COMPANY.

(See No. 604.)

This company was incorporated by the Act of New Brunswick, 3 Edward VII., chap. 94 (1903), with power to construct a railway from Adamsville on the Inter-colonial Railway to a point at or near Brown's Landing or Beersville, and also to carry on the business of coal mining in all its branches, and other privileges in connection therewith.

By the Subsidy Act of 1903, chap. 57, item 60, a subsidy was authorized for 7 miles of the company's railway from Adamsville to Brown's Landing or Beersville, \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile.

The company were admitted to contract on June 24, 1904.

During the fiscal year 1905, subsidy was paid for this work to the extent of \$20,736, the total paid up to June 30, 1906.

BEAUHARNOIS JUNCTION RAILWAY COMPANY.

(Operated by New York Central Railroad,
(See Annual Report of 1895-96.)

BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)
(See Annual Report of 1888-89.)

BOSTON AND NOVA SCOTIA COAL COMPANY.

(See Inverness and Richmond Railway Company.)
(See Annual Report of 1895-96.)

BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY.

This company was incorporated by the Act 63 Vic., chap. 109 (Ontario), with powers to construct a line of railway to be operated by steam or electricity, or partly by steam and partly by electricity, from a point in the town of Bracebridge to some point in the township of McLean, a distance of about fourteen miles, and to construct, extend and operate a continuation or branch of such railway from Bracebridge to some point on Muskoka Lake at or near Beaumaris, in the township of Monck, a distance of about ten miles, all in the district of Muskoka.

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By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ont., not exceeding 15 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on December 30, 1902, under authority of Order in Council, dated April 6, 1903.

No payments have been made up to June 30, 1906.

BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY.

(See Annual Report of 1896-97.)

BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY COMPANY.

(Now part of Toronto, Hamilton and Buffalo Railway.)

(See Annual Report of 1895-96.)

BRUCE MINES AND ALGOMA RAILWAY COMPANY.

(See Annual Report of 1904-05.)

BUCTOUCHE AND MONCTON RAILWAY COMPANY.

(See Annual Report of 1893-94.)

CALGARY AND EDMONTON RAILWAY COMPANY.

(See Annual Report for 1890.)

(Leased to Canadian Pacific Railway.)

CANADA ATLANTIC RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1888-89; also see under head of Ottawa, Arnprior and Parry Sound Railway Company.)

CANADA EASTERN RAILWAY CO. (FORMERLY NORTHERN AND WESTERN RAILWAY COMPANY OF NEW BRUNSWICK, NOW PART OF THE INTERCOLONIAL SYSTEM.)

(See the Annual Reports for the years 1894-95 and 1899-1900.)

CANADIAN BRIDGE COMPANY.

(See South Shore Railway Company, Quebec.)

CANADIAN NORTHERN RAILWAY COMPANY.

(See Nos. 446, 493.)

By the Dominion Act 62-63 Vic., chap. 57 (1889), authority was granted for the amalgamation of the Winnipeg Great Northern Railway Company (formerly the Winnipeg and Hudson's Bay Railway and Steamship Company, the name of which was by the Act of 1887, chap. 81, changed to the Winnipeg and Hudson's Bay Railway

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Company), and the Lake Manitoba Railway and Canal Company, under the name of the Canadian Northern Railway Company, and the agreement for such amalgamation was confirmed; authority also was given for the construction of a railway from Prince Albert to Edmonton, also a branch from a point on that line to the Peace river, together with certain other branch lines.

The Dominion Act 1 Ed. VII., chap. 52 (1901), confirmed certain agreements for amalgamation of the Manitoba and South-eastern Railway Company and the Ontario and Rainy River Railway Company with the above company; it also granted authority to construct certain lines of railway described.

By the Dominion Act 1 Ed. VII., chap. 53 (1901), authority was granted to the above company, to lease, with the option of purchase the Northern Pacific and Manitoba Railway, the Winnipeg Transfer Railway Company, Limited, the Portage and North-western Railway Company, and the Waskada and North-eastern Railway Company.

By the Dominion Subsidy Act 62-63 Vic., (1889), chap. 7, item 32, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 100 miles of railway from a point on the Winnipeg Great Northern Railway north of Swan river to Prince Albert, N.W.T.

By the Dominion Subsidy Act 63-64 Vic., (1900), chap. 8, item 18, the grant of a similar subsidy for 100 miles of railway in further extension of the company's line from north of Swan river towards Prince Albert, was authorized.

The company having applied, they were admitted to contract under both subsidies, the two agreements being dated December 7, 1903.

The payments made to this company under the aforesaid agreements aggregate the following amounts:—

For the Ontario and Rainy River Railway (see the Annual Report for 1902-03), \$1,534,976, all paid prior to June 30, 1903.

For the Prince Albert Branch, \$374,156.

The total of the above payments amounts to \$1,909,132, up to June 30, 1904.

By the Special Act 3 Ed. VII., chap. 7 (1903), assistance was granted for the extension of the company's railway for 620 miles from Grandview, the terminus of their Gilbert Plains branch to Edmonton, and for a distance of 100 miles east of Prince Albert to Prince Albert, by guaranteeing the principal and interest at 3 per cent per annum of first mortgage bonds and other securities to the extent of \$13,000 a mile, the principal to be payable in 50 years from the passage of the Act.

Under date July 29, 1903, a trust mortgage between the Canadian Northern Railway Company, the British Empire Trust Company, Limited, the National Trust Company, Limited, and His Majesty, was executed in pursuance of the provisions of the said Act, the security to be held by the trustees to be a charge on the two lines of railway thereunder to be constructed, with their equipment, buildings and appurtenances, on the balance of the Prince Albert Branch east of Erwood, and on the com-

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pany's already constructed and operated lines from Port Arthur westwards as enumerated in a schedule attached, with their buildings, equipment and appurtenances.

Under the same date, July 29, 1903, an agreement was made with the company for the construction of the said two lines of railway, accordingly, the line from Grandview to Edmonton to be completed by October 1, 1905, and the 100 miles east from Prince Albert by the same date. By an Order in Council of November 3, 1905, the time for completion was extended to October 1, 1906.

Under orders in council of November 5, 1903, March 10, 1904, August 18, 1904, January 13, 1905, and August 25, 1905, authority has been given for the payment out of moneys deposited with the government, as proceeds of the company's stock, for that purpose, under the said agreement of the sum of \$7,415,200, for the work executed on the 620 miles between Grandview and Edmonton, and of the sum of \$1,144,000, for work on the 100 miles east from Prince Albert, being the proportion of the guarantee earned for the execution of 92 per cent of the estimated cost, \$11,341,300, of the work to be done on the 620 miles, including equipment, and of 88 per cent of the estimated cost, \$1,709,115, of the work to be done on the 100 miles, including equipment.

This represents the position up to June 30, 1906.

For certain portions of the company's lines, under the aforesaid amalgamations, land grants have been authorized (see Winnipeg Great Northern Railway Company and Manitoba and South-eastern Railway Company in annual report for 1895-96.) These matters are dealt with by the Department of the Interior.

The company further, by virtue of this amalgamation, have an agreement with the government for the transport of men, supplies, materials and mails for 20 years over the portion of their line from Gladstone to a point half way to the River Saskatchewan.

CANADIAN PACIFIC RAILWAY COMPANY.

(Revelstoke to Arrow Lake.)

(See Annual Report for 1896-97.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Pipestone Branch—Antler station to Moose mountain.)

(See Annual Report for 1901-02.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Crow's Nest Pass Railway.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Waskada Branch.)

(See No. 494.)

By the Railway Subsidy Act of 1900, 62-64 Vic., chap. 8, item 19, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from the

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westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, for 20 miles further.

That company having applied for the said subsidy, a contract was entered into with them for the work on December 28, 1901, under authority of orders in council, dated July 6, September 11, October 3, and November 30, 1901. No portion of the subsidy was paid up to June 30, 1902.

In the fiscal year 1903-04 payments were made to the extent of \$64,000.

No further payments have been made up to June 30, 1906.

CANADIAN PACIFIC RAILWAY COMPANY.

(Pheasant Hills Branch.)

(See No. 616.)

By the Subsidy Act of 1903, Ed. VII., chap. 57, item 72, the grant of a subsidy of \$3,200 a mile with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from a point on the main line of the Canadian Pacific Railway between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.

The company having applied, a contract was entered into with them on January 14, 1904, under authority of orders in council of November 17, 1903, and January 12, 1904.

During the fiscal year, 1905, subsidy was paid for this work to the extent of \$56,576, making the total payments up to June 30, 1905, \$435,200.

No further payments have been made up to June 30, 1906.

CANADIAN PACIFIC RAILWAY COMPANY.

(Dyment Branch.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(See No. 593.)

By the Railway Subsidy Act 3 Ed. VII., (1903) chap. 57, section 2, item 49, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a branch line of railway from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.

This company having applied for the said subsidy, a contract was entered into with them for the work on March 20, 1906, under authority of orders in council dated November 8, 1905, and February 19, 1906.

No payments have been made up to June 30, 1906.

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CANADIAN PACIFIC RAILWAY COMPANY.

(West Selkirk—Lake Winnipeg Branch.)

(See Annual Report for 1902-03.)

CAP DE LA MADELEINE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report of 1896-97.)

CAPE BRETON RAILWAY EXTENSION COMPANY, LIMITED.

(See Annual Report of 1895-96.)

(See No. 420.)

This company was incorporated by 62 Vic., chap. 126 (1889), of the Acts of Nova Scotia, with powers to construct a railway between Canso and Louisburg and to construct a bridge or tunnel over or under the Straits of Canso, or to operate a ferry.

By the Nova Scotia Act of 1902, chap. 190, it was further empowered to build branches from any point on its main line or branches to any other point in the county of Cape Breton.

By the Subsidy Act of 1899, 62-63 Vic., chap. 7, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the average cost in excess of \$15,000 a mile, in all not exceeding \$6,400 a mile, was authorized in aid of a railway from Port Hawkesbury, on the Strait of Canso, N.S., to St. Peter's, 30 miles. b

The above company, having applied, were admitted to contract for work on September 15, 1900. Payments have been made up to June 30, 1904, of \$182,400.

No further payments have been made up to June 30, 1906.

CENTRAL COUNTIES RAILWAY COMPANY.

(See No. 574.)

This company was originally incorporated by the Dominion Act, 50-51 Vic., (1887) chap. 82, under the name of the Prescott County Railway, with powers to construct and operate a railway from a point in or near the village of Hawkesbury, in the county of Prescott, to a point on the line of the Ontario and Quebec Railway in the county of Soulanges, in the province of Quebec, and to a point on the line of the Canada Atlantic Railway, in the county of Glengarry, and to the River St. Lawrence, in or near the town of Cornwall, with a branch to Caledonia Springs.

By the Dominion Act 52 Vic., chap. 80, the name of the company was changed to the above, and power granted to construct a bridge across the Ottawa river. By a further Dominion Act, 2 Edward VII., chap. 53, power was granted for the extension of the railway from Hawkesbury to South Indian.

This railway is now operated by the Grand Trunk Railway System, under a lease to the Canada Atlantic Railway.

By the Dominion Subsidy Act of 1903, 3 Edward VII., chap. 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 35 miles, and

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has been granted to this company, in lieu of the subsidy authorized by item 22 of sec. 2 of chap. 7 of 1899.

Application having been made, the company was admitted to contract for this work on December 26, 1903, under authority of the Order in Council of December 12, 1903.

No payments have been made up to June 30, 1906.

CENTRAL ONTARIO RAILWAY COMPANY.

(See Annual Report for 1900-01.)

(See No. 547.)

The history of this railway was given in the annual report for 1900-01, with a statement of the subsidies paid for the then completed line of railway.

By the Railway Subsidy Act, 3 Ed. VII., (1903) chap. 57, section 2, item 4, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a further extension of the company's railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 6, 1905, under authority of an order in council dated July 22, 1905; the road to be completed by August 1, 1907.

No payments have been made up to June 30, 1906.

CENTRAL RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1902-03.)

CHATEAUGUAY AND NORTHERN RAILWAY COMPANY.

(See Nos. 507, 508, 509, 599 and 631.)

This company was incorporated by the Quebec Act of 1895 (1), chap. 64, its powers of construction being modified by the Act, chap. 75 of 1896.

By the Dominion Subsidy Act of 1900, 63-64 Vic., chap. 8, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 42 miles of a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the town of Joliette, with a spur into the town.

The company were admitted to contract for this work on January 19, 1901.

On the same date they were admitted to contract for two other works, specially subsidized by the same Act, viz., for a railway, vehicular, and foot-passenger bridge from Bout de L'Ile to Charlemagne, at the junction of the Rivers Ottawa and St. Lawrence, \$150,000, and for a bridge across the Lac Ouareau river, \$15,000. No portion of these three subsidies has been paid up to June 30, 1903.

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By the Dominion Subsidy Act of 1903, chap. 57, item 55, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 16 miles of a railway from a point on its main line at or near L'Epiphanie, via the parish of St. Jacques de l'Achigan to the village of Rawdon.

The company were admitted to contract for this work on December 12, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, sec. 3, sub-sec. 4, a subsidy was authorized for the Bout de L'Ile bridge of \$50,000, in addition to that granted by item 33 of section 2, of chap. 8, of 1900.

The total of the payments made to the company up to June 30, 1904, amounted to \$151,595, including \$99,000 for bridges.

By the Railway Subsidy Act, 4 Edw. VII., (1904) chap. 24, section 3, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Ile to Charlemagne at the junction of the Ottawa and St. Lawrence rivers, a sum not exceeding \$51,000 was authorized.

The company were admitted to contract for this work on November 12, 1904, under authority of an order in council dated September 26, 1904.

The two bridges, subsidized as above, are completed, and during the past fiscal year the full amount of the subsidies, \$116,000, has been paid, making the total payments for these works, \$215,000.

By the Railway Subsidy Act, 4 Edw. VII., (1904) chap. 34, section 2, item 5, the subsidy granted by chapter 8 of 1900, section 2, item 32, 42 miles of railway, was revoked.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 26, 1906, under authority of an order in council dated February 16, 1906.

No payments have been made up to June 30, 1906.

CHATHAM BRANCH RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1893-94.)

CHIGNECTO MARINE TRANSPORT COMPANY.

(See Annual Report for 1894-96.)

COAST RAILWAY COMPANY OF NOVA SCOTIA.

(Name changed to Halifax and Yarmouth Railway Company by Nova Scotia Statute of 1899, chap 128.)

(See Annual Report of 1904-05.)

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COMPAGNIE DU CHEMIN DE FER DE COLONIZATION DU NORD.

(See No. 451.)

This company was incorporated by the Dominion Act 62-63 Vic., chap. 62 (1889), with powers to construct and operate a railway from a point in or near Labelle, in the county of Labelle, Quebec, and passing within a mile of the parish church of L'Annonciation, in the township of Marchand, in the said county, and within a mile of the parish church in the village of Nominingue, in the township of Loranger, and within a mile of the village of Rapide de L'Orignal, in the townships of Robertson and Campbell, and thence in a westerly direction to a point at or near Lake Temiscamingue, in the county of Pontiac.

By the Railway Subsidy Act 62-63 Vic., chap. 7 (1889), item 37, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on the average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway for a distance not exceeding 22 miles from Labelle in a north-westerly direction, to Nominingue, via Notre Dame de l'Annonciation.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 8, 1902.

During the past fiscal year, payments have been made to the extent of \$75,376, making the total payments up to June 30, 1906, \$128,760.

COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY COMPANY.

(See Annual Report for 1900-01.)

COLUMBIA AND KOOTENAY RAILWAY AND NAVIGATION COMPANY.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891-92.)

CORNWALLIS VALLEY RAILWAY COMPANY.

(Now part of Dominion Atlantic Railway.)

(See Annual Report for 1891-92.)

CUMBERLAND RAILWAY AND COAL COMPANY.

(See Annual Report for 1894-95.)

DOMINION ATLANTIC RAILWAY COMPANY.

(See Western Counties Railway Company.)

DOMINION EASTERN RAILWAY COMPANY.

(See Annual Report for 1900-01.)

DOMINION LIME COMPANY.

(Now part of Hereford Railway.)

(See Annual Report for 1888-89.)

DOMINION COAL COMPANY.

(Now Sydney and Louisburg Railway.)

(See Annual Report for 1895-96.)

DRUMMOND COUNTY RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1900-01.)

EAST RICHELIEU VALLEY RAILWAY COMPANY.

(Now part of Quebec Southern Railway.)

(See Annual Report of 1888-89.)

EDMONTON, YUKON AND PACIFIC RAILWAY COMPANY.

(See Nos. 455, 572.)

This company was incorporated by the Dominion Act of 1896, 59 Vic., chap. 71, under the name of the Edmonton District Railway, with powers to construct and operate a railway from some point within the town of Edmonton to a point in South Edmonton on the Calgary and Edmonton Railway and to connect therewith; also from some point within the town of Edmonton, via the village of St. Albert, to a point on the Athabaska river, at or near Fort Assiniboine, with a branch to Stony Plains; also from some point within the town of Edmonton to a point at or near Fort Saskatchewan, together with a branch to a point on Sturgeon river. Other powers were granted of a general commercial character.

By the Dominion Act of 1898, 61 Vic., chap. 63, the company was empowered to extend their line of railway from the Athabaska to the navigable waters of Pelly river.

By the Dominion Act of 1889, 62-63 Vic., chap. 64, the name of the company was changed to the above, with powers to extend the railway via the Yellow Head Pass or the Peace River Pass, to a point in British Columbia, or to connect with the railway which the British Pacific Railway Company is authorized to construct, and also to construct and operate a branch line to some point on the Yukon river.

By the Dominion Subsidy Act of 1903, 3 Edw. VII., chap. 57, item 28, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 50 miles of a railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 24, 1904, the road to be completed by December, 1906.

No payments have been made up to June 30, 1906.

ELGIN, PETITCODIAC AND HAVELOCK RAILWAY COMPANY.

(See Annual Reports for 1885-86 and 1890-91.)

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ERIE AND HURON RAILWAY COMPANY.

(Now part of Lake Erie and Detroit River Railway.)

(See Annual Report for 1886-87.)

ESQUIMALT AND NANAIMO RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report for 1886-87.)

FREDERICTON AND ST. MARY'S BRIDGE COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1904-05.)

GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1893-94.)

GRAND TRUNK RAILWAY COMPANY.

(See Annual Report of 1900-01.)

GREAT EASTERN RAILWAY COMPANY.

(See Annual Report for 1896-97.)

GREAT NORTHERN RAILWAY OF CANADA (FORMERLY THE GREAT NORTHERN RAILWAY.
COMPANY.)

(See Annual Report for 1902-03.)

GULF SHORE RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1899-1900.)

GUELPH JUNCTION RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report of 1888-89.)

HALIFAX AND SOUTH-WESTERN RAILWAY COMPANY.

(See Nos. 567, 619.)

This company was declared to be incorporated under date of the 21st day of August A.D. 1901, by the Act of the province of Nova Scotia, 2 Edward VII., chap. 1 (1902), for the construction and operation of a railway from a point on the Intercolonial Railway at or near Halifax to Barrington Passage, and also from a junction with the Central Railway, at or near New Germany, to Caledonia Corners.

By the Dominion Subsidy Act of 1903, chap. 57, items 23 and 75, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a

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mile, not exceeding in all \$6,400 a mile, was authorized for lines of railway (*a*) from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, 68 miles; (*b*) from a point on the Central Railway at or near Bridgewater towards Barrington Passage, 77 miles, and an addition to and continuation of the same, 35 miles; (*c*) from a point at or near New Germany on the Central Railway to a point at or near Caledonia, 22 miles; (*d*) and from a point at or near Caledonia to Liverpool, 29 miles.

The company was admitted to contract on November 9, 1903, under authority of an order in council dated November 4, 1903.

During the past fiscal year, payments have been made to the extent of \$176,512, making the total payments up to June 30, 1906, \$653,776.

HALIFAX AND YARMOUTH RAILWAY COMPANY.

(Formerly the Coast Railway Company of Nova Scotia, which see.)

(Name changed by Nova Scotia Statute of 1899, Chap. 128.)

(See Annual Report for 1902-03.)

HARVEY BRANCH RAILWAY COMPANY.

(See Annual Report of 1889-90.)

HEREFORD RAILWAY COMPANY (FORMERLY HEREFORD BRANCH RAILWAY COMPANY).

(See Annual Report of 1891-92.)

INTERNATIONAL RAILWAY COMPANY

(Now part of Canadian Pacific Railway System.)

(See Annual Reports of 1887-88 and 1889-90.)

INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK.

(Formerly the Restigouche and Western Railway Company, which see.)

This company was incorporated by letters patent, dated May 19, 1903, in pursuance of the Act of the legislature of New Brunswick of that year, entitled 'An Act in aid of the construction of certain railways,' with powers to construct a line of railway commencing at the terminus of the first section of 10 miles of railway extending from Campbellton, N.B., westward, built for the Restigouche and Western Railway Company, to the St. John river at a point between Grand Falls and Edmundston, with power to acquire the said 10 miles already built, and to issue debentures on the said line of railway, including the first section of 10 miles, when acquired, to the extent of \$5,000 per mile; the capital stock to be \$600,000, with provision for increase to \$1,500,000.

By the Subsidy Act of 1903, chap. 57, item 14, authority was given for the grant of a subsidy to the above company for a line of railway from the western end of the 10 miles of its railway already constructed from Campbellton towards a point on the St. John river between Grand Falls and Edmundston, not exceeding 67 miles, being in lieu of previous subsidies.

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Under date of May 13, 1905, a subsidy contract was entered into with the company accordingly, under the authority of an Order in Council of the 8th of that month.

No payments have been made up to June 30, 1906.

INVERNESS RAILWAY AND COAL COMPANY.

(Name changed from Inverness and Richmond Railway Company by the Act of the province of Nova Scotia, 2 Edward VII., chap. 162 of 1902.)

(See Nos. 208, 251, 357, 400, 523 and 568.)

This company was incorporated by the Act of the province of Nova Scotia, 50 Vic., chap. 60 (1887), with powers for the construction of a line of railway between Hawkesbury and a point in the district of Margaree. By the Act of 1888, chap. 79, the location of the line was authorized as from Port Hawkesbury, through Port Hastings, Judique, Port Hood, Mabou and Margaree, to a point at Eastern Harbour, Cheticamp.

By the Subsidy Act, 57-58 Vic., chap. 4 (1894), assistance to the extent of \$80,000 was authorized for 25 miles of railway from Port Hawkesbury towards Cheticamp, and the above company was admitted to contract for the work on November 23, 1894.

By the Subsidy Act of 1897, 60-61 Vic., chap. 4, in lieu of the subsidy granted in 1894, a subsidy of \$3,200 a mile with an addition of 50 per cent on expenditure in excess of \$15,000 a mile, such subsidy in all not to exceed \$6,400 a mile, was authorized for a railway from Port Hawkesbury to Port Hood and Broad Cove, 53 miles, and the company was admitted to contract thereunder on April 29, 1898.

By the Subsidy Act of 1903, chap. 57, item 24, the grant of a subsidy for 30 miles of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chap. 4 of 1897, was authorized.

The company was admitted to contract on November 9, 1903; the time for completion being fixed as August 1, 1905.

The total payments up to June 30, 1904, amounted to \$368,545.97.

Under the authority of an Order in Council, dated August 25, 1905, the time for completion of the company's works has been extended to August 1, 1907, being the statutory limit for the completion of the said works.

No further payments have been made up to June 30, 1906.

IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY.

(See Annual Report for 1900-01.)

JAMES BAY RAILWAY COMPANY.

(See No. 583.)

This company was incorporated by the Dominion Act of 1895, chap. 50, with powers for the construction of a line of railway from Parry Sound, in the province of Ontario, to French river, at or near Doke's Indian reserve, thence in a northerly direction to the easterly side of Lake Wahnapiatae, and thence to a point at or near the mouth of Moose river, on James's Bay. Other powers of a general commercial character were granted.

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By the Act of 1897, chap. 47, an extension of its line of railway was authorized from Parry Sound to the city of Toronto, in addition to the line of railway authorized by the Act incorporating the company. Powers were also given to acquire and utilize water and steam power for the purpose of generating electricity for lighting, heating and motor purposes in connection with its railway or any branch or part thereof, also to construct and operate telegraph and telephone lines along the whole length of the railway extension and branches. All the provisions of the Act incorporating the company as to the issue of bonds, debentures or other securities, and all the other powers of the company, shall apply to the extension and branch lines authorized.

By the Dominion Subsidy Act, 3 Edward VII. (1903), chap. 57, section 2, item 39, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900. for 35 and 20 miles, respectively, from Parry Sound towards James Bay.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 8, 1904, under authority of orders in council, dated December 24, 1903, and July 23, 1904.

Work has been done under this contract to the extent of 48 per cent of the total required, and, under authority of an Order in Council, dated April 2, 1906, payment has been made to the extent of \$651,264.

JOGGINS RAILWAY COMPANY.

(Now Canada Coals and Railway Company.)

(See Annual Report for 1891-92.)

KETTLE RIVER VALLEY RAILWAY COMPANY.

(See No. 611.)

This company was incorporated by the Dominion Act of 1901, chap 68, with powers for the construction of a line of railway from a point on the international boundary line at or near Cascade city, British Columbia, thence running in a westerly direction, following the course of the Kettle river, to a point on the said international boundary line at or near Carson city, with a branch from a point at or near Grand Forks to a point 50 miles up the north fork of the Kettle river, following the valley of the same river; also with a branch from a point at or near Grand Forks, via Greenwood, to a point on the international boundary line at or near Midway. In addition, the company was authorized to form connections at the boundary line, at the said points, with a proposed railway to Republic in the State of Washington, and generally with the railway system of the United States.

By the Act of 1904, chap. 89, additional lines of railway were authorized. (a) From a point 50 miles up the north fork of the Kettle river, thence via Fire Valley to Vernon, thence westerly to a junction with the Nicola, Kamloops and Similkameen Coal and Railway Company at or near Quilchena. (b.) From a point on the line so to be constructed at or near the junction of the east fork and west fork of the north

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fork of Kettle River to Franklin Camp, thence to Killarney by the most feasible route.

By the Dominion Subsidy Act, 3 Edw. VII., (1903) chap. 57, section 2, item 67, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a line of railway from Grand Forks to a point 50 miles up the north fork and west fork of the north fork of Kettle river, not exceeding 50 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 28, 1905, under authority of an order in council of the same date.

No payments have been made up to June 30, 1906.

KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY.

(Amalgamated with Bay of Quinte Railway Company.)

(See Napanee, Tamworth and Quebec Railway.)

KINGSTON AND PEMBROKE RAILWAY COMPANY.

(See Annual Report for 1884-85.)

KLONDIKE MINES RAILWAY COMPANY.

(See No. 615.)

This company was incorporated by the Dominion Act of 1899, chap. 72, with powers for the construction of a line of railway from Klondike City along the Klondike river to Bonanza Creek, and thence along the Yukon river to Dawson City, together with power to construct certain branch lines. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 71, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Dawson to Stewart river, not exceeding 84 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on February 1, 1905, under authority of orders in council of May 7 and December 24, 1904, and January 7, 1905.

The time for completion of this railway has been extended to August 1, 1907.

No payments have been made up to June 30, 1906.

KOOTENAY AND ARROWHEAD RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See No. 543.)

This company was incorporated by the Act 1, Ed. VII., chap. 70 (1901), with powers to construct a railway from a point at or near Lardo, near the head of Kootenay lake, to a point at or near Duncan; thence north-westerly to Arrowhead on Arrow lake, B.C., together with such branch lines, none to exceed 30 miles, as may be au-

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thorized by the Governor in Council. The company were empowered to lease or sell their works to certain companies named, including the Canadian Pacific Railway Company.

On August 15, 1901, this railway was leased to the Canadian Pacific Railway Company for a term of 999 years. The leasing was approved by an Order in Council of June 29, 1903.

By the Subsidy Act of 1901, chap. 7, item 28, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited to \$6,400 in all, was authorized for a railway from Duncan lake towards Lardo or Arrow lake, B.C., or from Lardo to Arrow lake, not exceeding 30 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on August 26, 1901, under authority of orders in council of June 8 and July 6, 1901; the time for completion being fixed as August 1, 1903. The road was built from Lardo to Trout lake, 33 miles, and was inspected in June, 1902, with a view to its being opened for public traffic.

The time for completion of the said works was extended to September 1, 1907.

During the past fiscal year, subsidy was paid to the extent of \$89,076, making the total payments up to June 30, 1906, \$93,252.15.

KOOTENAY CENTRAL RAILWAY COMPANY.

(See No. 610.)

This company was incorporated by the Dominion Act of 1901, chap. 71, with powers for the construction of a line of railway. (a.) From Fort Steele to Elko or some other convenient point on the Crow's Nest Railway between Elko and Wardner, thence on either the east or west side of the Wigwam river, or by the most convenient route, to the international boundary line. (b.) From Fort Steele to Windermere, by either the east or west side of the Kootenay river, thence to the town of Golden on the main line of the Canadian Pacific Railway, and may build and operate such tramways in connection therewith, not exceeding in any one case ten miles in length, as are from time to time authorized by the Governor in Council. Other powers of a general commercial character were granted, including the acquisition and operation of smelters. By the Dominion Subsidy Act, 3 Edward VII. (1903), chap. 57, section 2, item 66, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Golden to the international boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.

The company having applied for this subsidy, a contract was entered into with them accordingly, on June 23, 1906, under authority of an order in council dated May 14, 1906.

No payments have been made up to June 30, 1906.

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LAKE ERIE AND DETROIT RIVER RAILWAY COMPANY.

Formerly 'the Lake Erie, Essex and Detroit Railway Company.' Name changed by Dominion Act, 54-55, Vic., chap. 88 (1891).

(See Annual Report for 1901-02.)

L'ASSOMPTION RAILWAY COMPANY.

(See Annual Report of 1886-87.)

LEAMINGTON AND ST. CLAIR RAILWAY COMPANY.

(Amalgamated with Canada Southern Railway.)

(See Annual Report of 1888-89.)

LAKE TEMISCAMINGUE COLONIZATION RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report of 1896-97.)

LAURENTIAN RAILWAY COMPANY.

(See St. Lawrence, Lower Laurention and Saguenay Railway Company.)

LINDSAY, BOBCAYGEON AND PONTYPOOL RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

LOTBINIÈRE AND MEGANTIC RAILWAY COMPANY.

(See Annual Report of 1896-7.)

MABOU AND GULF RAILWAY COMPANY, LIMITED.

(See No. 562.)

This company was incorporated by the Act of the province of Nova Scotia, 2 Edw. VII. (1902), chap. 134, with powers for the construction of a line of railway from the Mabou coal mines, in the county of Inverness, to a shipping point on Mabou Harbour, thence to connect with the Inverness and Richmond Railway, and also a branch connecting with the Intercolonial Railway at or near Orangedale; and a branch from a point on the Intercolonial Railway to a shipping pier on Caribou Cove or Inhabitants Bay. Other powers of a general commercial character were granted.

By the Dominion Railway Subsidy Act, 3 Edw. VII. (1903), chap. 57, section 2, item 18, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Mabou coal mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.

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The company having applied for this subsidy, a contract was entered into with them, accordingly on July 5, 1905, under authority of an Order in Council, dated June 28, 1905.

No payments have been made up to June 30, 1906.

MAGANETAWAN RIVER RAILWAY COMPANY.

This company was incorporated by the Act 1 Edward VII. (Ontario), chap. 83 (1901), with powers to construct a railway between a point in or near the village of Burk's Falls, in the district of Parry Sound, and a point on the Maganetawan river, in the said district of Parry Sound, where the said river is navigable for vessels.

By the Railway Subsidy Act, 1 Edward VII., chap. 7 (1901), item 22, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan river, not exceeding two miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on March 19, 1903.

During 1902-03 there was paid to the company the sum of \$3,552.

No further payments were made up to June 30, 1906.

MANITOULIN AND NORTH SHORE RAILWAY COMPANY.

(See No. 481.)

This company was incorporated by the Dominion Act of 1900, chap. 64, 63-64 Vic., with powers to construct a line of railway from Little Current, Manitoulin Island, to a point 100 miles northerly, crossing the Canadian Pacific Railway at or near Onaping or Cartier stations; also from a point in or near the township of Drury or Hyman, on its said line, easterly to Sudbury, also from a point at or near Little Current, south-easterly to the south shore of Manitoulin Island, or Fitzwilliam Island, and from a point near Tobermory to Meaford, passing through Wiarton and Owen Sound; also with powers for dock construction, ferry operation, and electric power production.

By the Subsidy Act of 1900, chap. 8, item 6, aid was authorized towards the construction of 66 miles of the company's railway from Little Current to Sudbury; the company to construct a bridge between Little Current and the mainland, with free provision for vehicular and passenger traffic.

By an Act of 1901, section 5, work under the foregoing subsidy was allowed to be carried on in two sections, the first beginning at Victoria Mines and extending to Sudbury and thence to Lake Wahnapiatae, not exceeding 33 miles, the second beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, not exceeding 31 miles.

Under date of May 15, 1902, a contract was entered into with the company under

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the above subsidy for a railway from Victoria Mines to Sudbury and thence to Lake Wahnapiatae.

During the year 1902-03 there was paid to the company the sum of \$32,000.

No further payments were made up to June 30, 1906.

MASSAWIPPI VALLEY RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MIDDLETON AND VICTORIA BEACH RAILWAY COMPANY.

(See Nos. 503, 536 and 566.)

This company was incorporated by the statute of Nova Scotia, 60 Vic., chap. 82 (1897), as 'the Granville and Victoria Beach Railway and Development Company,' with powers to build a line of railway from some point on the Dominion Atlantic Railway at or near Bridgetown, through Granville, to some point at or near Victoria Beach on the Annapolis Basin, with approved branches, &c. This Act was revived by the Act of 1889, chap. 129. It was further revived by the Act of 1901, chap. 160, and extended for six years; the name being changed to the 'Middleton and Victoria Beach Company.'

By the Railway Subsidy Act of Canada, 63-64 Vic., chap. 8, item 28, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 30 miles of a railway from Bridgetown to Victoria Beach, Nova Scotia.

The above company having applied, they were admitted to contract for the work on May 5, 1902, under authority of an order in council of April 1, the railway to be completed by December 1, 1903.

By the Subsidy Act of 1901, chap. 7, item 21, a similar subsidy was authorized to be granted for an extension from Bridgetown to Middleton, not exceeding 11 miles, and the company having applied for it, a contract was made with them, accordingly, on May 5, 1902 under authority of an Order in Council of April 1, the work to be completed by December 1, 1903.

By the Subsidy Act of 1903, chap. 57, item 2, a similar subsidy was authorized for 41 miles of railway from Victoria Beach to Middleton, in lieu of subsidies granted by chap. 8 of 1900, and chap. 7 of 1901.

Application having been made, the company was admitted to contract for this work on December 28, 1903, the time for completion being fixed as by August 1, 1905.

During the past fiscal year, payments have been made to the extent of \$50,303.80, making the total payments up to June 30, 1906, \$98,092.80.

MIDLAND RAILWAY COMPANY, LIMITED.

(Now part of Dominion Atlantic Railway System.)

(See Annual Report of 1903-04.)

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MIDWAY AND VERNON RAILWAY COMPANY.

(See No. 613.)

This company was incorporated by the Act of the province of British Columbia, 1 Edward VII. (1901), chap. 81, with powers for the construction of a line of railway from a point at or near the town of Midway to a point at or near the mouth of Rock Creek; thence in a north-easterly direction to the west fork of Kettle river; thence following the west fork of said river, by the most convenient route via Okanagan Mission Valley, to Vernon.

By the Dominion Act of 1903, chap. 154, the railway works which the company by its said Act of incorporation has been empowered to undertake and operate, are declared to be for the general advantage of Canada.

By the Dominion Subsidy Act of 1903, chap. 57, section 2, item 69, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Midway to Vernon, not exceeding 150 miles.

The company having applied for this subsidy, a contract was entered into with them accordingly, on July 28, 1905, under authority of an order in council of the same date.

No payments have been made up to June 30, 1906.

MONTFORT COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MONTFORT AND GATINEAU COLONIZATION RAILWAY COMPANY.

(Now part of Great Northern Railway Company of Canada.)

(See Annual Report for 1902-03.)

MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1892-93.)

MONTREAL AND LAKE MASKINONGÉ RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1890-91.)

MONTREAL AND SOREL RAILWAY COMPANY.

(Purchased by Delaware and Hudson Railroad Company.)

(See Annual Report for 1892-93.)

MONTREAL AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

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MONTREAL AND OTTAWA RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(Formerly the VAUDREUIL AND PRESCOTT RAILWAY COMPANY. *Name changed by 53 Vic., ch. 58.*)

(See Annual Report for 1898-99.)

MONTREAL AND PROVINCE LINE RAILWAY COMPANY

(Operated by Central Vermont Railway.)

(See Annual Report for 1901-02.)

NAPANEE, TAMWORTH AND QUEBEC RAILWAY COMPANY.

(Name changed to the KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY by the Act 53 Vic., chap. 62.)

(See Annual Report for 1895-96.)

NAKUSP AND SLOCAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1894-95.)

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY COMPANY.

(See Annual Report for 1888-89.)

NEW BRUNSWICK COAL AND RAILWAY COMPANY.

(See No. 522.)

This company was incorporated by the Act 1 Edward VII. (1901), chap. 77 (New Brunswick), with powers to construct a line of railway from Chipman to Gibson, with the right to build branches thereto and connecting with any railway or railways in New Brunswick.

By the Subsidy Act of 1901, 1 Edward VII., chap. 7, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,00 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a line of railway from Chipman station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, section 2, item 31, not exceeding 45 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 30, 1902.

The total paid up to June 30, 1904, amounted to \$48,000.

No further payments were made up to June 30, 1906.

NEW GLASGOW IRON, COAL AND RAILWAY COMPANY.

(Now Nova Scotia Steel Company.)

(See Annual Report for 1895-96.)

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NICOLA, KAMLOOPS AND SIMALKAMEEN COAL AND RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See No. 570.)

This company was incorporated by the British Columbia Act of 1891, chap. 47, with powers to construct a single or double track line of railway from the eastern extremity of Nicola lake; thence to the town of Princeton, and thence by way of Simalkameen river in a southerly direction to Osoyoos lake; also from the terminus at Nicola in a northerly direction to the town of Kamloops. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 26, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola lake, not exceeding 45 miles, being a revote of subsidies granted by chap. 5 of 1892 and chap. 4 of 1894.

The company having applied for this subsidy, a contract was entered into with them for this work on April 27, 1905, under authority of an Order in Council of April 20, 1905.

The sum of \$110,592 was paid during the past fiscal year, the total paid up to June 30, 1906.

NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1890-91.)

NORTHERN AND WESTERN RAILWAY COMPANY.

(See Annual Report of 1889-90.)

(Also under the head 'Canada Eastern Railway' in Annual Report of 1894-95.)

NOVA SCOTIA CENTRAL RAILWAY COMPANY.

(See Annual Report for 1898-99.)

NOVA SCOTIA EASTERN RAILWAY COMPANY, LIMITED.

(See Nos. 516, 519, 563, 607.)

This company was incorporated by the Act 1, Edward VII. (1901), chap. 130 (Nova Scotia), with powers to construct a line of railway from a point on the Intercolonial Railway at or near New Glasgow, in the county of Pictou, and passing through the counties of Pictou and Guysborough, to the deep waters of Country Harbour, in the county of Guysborough, and from the Cross Roads, Country Harbour, in the said county of Guysborough, to a point at or near the town of Guysborough, and thence to a point on the Strait of Canso, in the said county of Guysborough, and such other lines as may become feeders for the main trunk line above described.

By the Subsidy Act of 1901, 1 Edward VII., chap 7, item 1, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of 15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was author-

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ized for a line of railway from a point on the Intercolonial Railway, at or near New Glasgow to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, item 34, not exceeding 80 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on February 19, 1903.

By the Subsidy Act of 1903, chap. 57, items 19 and 63, the grant of subsidies was authorized, on terms similar to the above, for lines of railway from New Glasgow to Cross Roads, Country Harbour, via Guysborough, to the Straits of Canso, with a branch from Cross Roads down the Country Harbour river to navigable waters, 116 miles ; and from Dartmouth through the Musquodoboit valley to a point at or near Melrose, to connect there with the railway mentioned in item 19.

The company having applied, were admitted to contract under both subsidies, the two agreements being dated April 19, 1904 ; the railways to be completed by December 31, 1906.

No payments have been made up to June 30, 1906.

NOVA SCOTIA SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ONTARIO AND PACIFIC RAILWAY COMPANY.

(*Name changed to OTTAWA AND NEW YORK RAILWAY COMPANY, by 60-61 Vic., chap. 57, 1897.*)

(See Annual Report for 1901-02.)

ONTARIO AND QUEBEC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

ONTARIO, BELMONT AND NORTHERN RAILWAY COMPANY.

(Operated by Central Ontario Railway Company.)

(See Annual Report for 1896-97.)

ONTARIO AND RAINY RIVER RAILWAY COMPANY.

(*Amalgamated with and under the name of the CANADIAN NORTHERN RAILWAY COMPANY under the Act 62-63 Vic., chap. 80.*)

(See Ontario and Rainy River Railway Company in Annual Report for 1902-03, and under Canadian Northern Railway Company in present report.)

ORFORD MOUNTAIN RAILWAY COMPANY.

(See Annual Reports for 1893-94 and 1894-95.)

(See No. 594.)

The history of this railway was given in the annual report for 1894-95, with a statement of the subsidies paid for the then completed line of railway.

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By the Subsidy Act of 1903, chap. 57, section 2, item 50, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles ; from Kingsbury to Windsor Mills, 10 miles ; and from Eastman to the town line between the township of Bolton and the township of Potton, 12 miles—not exceeding in the whole 27 miles.

The company having applied for these subsidies, contracts were entered into with them, accordingly, on March 9, and June 12 and 23, 1905, for the construction of the sections above named, under the authority of orders in council, dated March 25, 1905, for the two first named sections of 5 and 10 miles, and on February 10, 1905, for the last named section.

During the past fiscal year, payments have been made to the extent of \$45,764.50, making the total paid to June 30, 1906, including previous subsidies, \$168,814.50.

OTTAWA AND NEW YORK RAILWAY COMPANY.

(Purchased by New York Central Railroad Company.)

(See Ontario and Pacific Railway Company.)

OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY COMPANY.

(Now the CANADA ATLANTIC RAILWAY COMPANY, by amalgamation, under the Act 62-63 Vic., chap. 81, 1899.

(See Annual Report for 1898-99.)

OTTAWA AND GATINEAU VALLEY RAILWAY COMPANY.

(Name changed to the OTTAWA AND GATINEAU RAILWAY COMPANY, by the Act 57-58 Vic., chap. 87, which consolidated and amended Acts relating to the company.)

(Name further changed to the OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY, by the Act 1 Edw. VII., chap. 80, 1901.)

(See Annual Report for 1903-04.)

OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Ottawa and Gatineau Valley Railway Company and Pontiac Pacific Junction Railway Company.)

OSHAWA RAILWAY AND NAVIGATION COMPANY.

(Name changed to the OSHAWA RAILWAY COMPANY, by 54-55 Vic., ch. 91.)

(See Annual Report for 1895-96.)

PARRY SOUND COLONIZATION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1895-96.)

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PEMBROKE SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PHILLIPSBURG JUNCTION AND QUARRY COMPANY.

(See Annual Report for 1894-95.)

(Now the PHILLIPSBURG RAILWAY AND QUARRY COMPANY. *Name changed by 58 Vic., ch. 65, 1895.*)

(See Annual Report for 1899-1900.)

PORT ARTHUR, DULUTH AND WESTERN RAILWAY COMPANY.

(Formerly the THUNDER BAY COLONIZATION RAILWAY COMPANY, now part of the Canadian Northern Railway System.)

(See Annual Report for 1892-93.)

PONTIAC AND RENFREW RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PONTIAC PACIFIC JUNCTION RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1900-01.)

QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1890.)

QUEBEC BRIDGE COMPANY.

(Now the QUEBEC BRIDGE AND RAILWAY COMPANY,—name changed by the Act 3 Ed. VII., ch. 177, 1903.)

(See No. 467 and Acts, chaps. 54 and 177 of 1903.)

This company was incorporated by the Dominion Act, 50-51 Vic., chap. 98 (1887), with powers to construct a railway bridge over the River St. Lawrence near Quebec, and to arrange the same for the use of foot passengers and vehicles, and to construct and operate lines of railway to connect with existing or future lines of railway on each side of the river.

By the Act 60-61 Vic., chap. 69 (1897), the powers of the company were revived, and the time for construction was extended to June 29, 1902.

By the Act 63-64, Vic., chap. 115 (1900), the time for completion was extended to June 14, 1905, and the company were further empowered to arrange for the placing of electric wires on the bridge and connecting railways, and for the passage of electric street railway or tram cars.

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By the Railway Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company of \$1,000,000 was authorized for a railway bridge over the River St. Lawrence at Chaudière basin, and by the Act of 1900, chap. 8, clause 10, it was made applicable, one-third to the substructure and approaches, and two-thirds to the superstructure.

On November 12, 1900, the company were admitted to contract for this subsidy work.

The site and plans of the bridge were approved by the Railway Committee of the Privy Council, and by an order in council dated May 16, 1898.

The structure is to be a cantilever bridge, composed of two approach spans of 220 feet each, two anchor spans of 500 feet each, and a centre span of 1,800 feet from centre to centre of the piers. The under side of the bridge will give a height of 150 feet above high water. When completed, it will comprise a double track railroad, two lines for electric tramways, and two ordinary roads for vehicles and foot passengers.

Subsidy payments to the extent of \$374,353.33 were made up to June 30, 1903. No further payments have been made.

By the Dominion Special Act, 3 Ed. VII., chap. 177, assented to on July 10, 1903, the name of the above company was changed to 'The Quebec Bridge and Railway Company,' with powers to construct lines of railway from the northern terminus of the company's bridge to the city of Quebec, also from the southern terminus of the said bridge to a point at or near the intersection of the Grand Trunk Railway with the Intercolonial Railway at Chaudière Curve, or to some point on those lines near named section to connect with the line of the Canadian Pacific Railway. Other powers of a general commercial character were granted. The powers of the company for the construction of all its authorized works were extended to July 10, 1910.

Negotiations were had having in view entry into agreement for the guarantee by the government of the bonds of the company, and for conveying to the government, at its option, the bridge, railways and property of the company.

Under the authority of an order in council, dated October 19, 1903, and under the same date, the company entered into an agreement with the government, accordingly, subject to ratification by parliament; and by Public Act of the same year, 1903, chap. 54, such agreement, annexed as a schedule to the Act was so ratified and confirmed, subject to the provision that the consent of parliament shall be given before the government exercise the right of taking over the company's property. It was further provided that the Governor in Council should have the right to appoint three directors of the company.

By this agreement the company releases the government from any claim for the unpaid balance of the subsidy of \$1,000,000 granted to them, and the government agrees to guarantee the principal and interest of the company's bonds to the extent of \$6,678,200, such bonds to be payable in 50 years from the date thereof, bearing interest at 3 per cent per annum, payable half-yearly, and to be a first charge, secured by a mortgage, upon all the company's franchises, tolls, and property of whatsoever kind, the mortgage to secure such securities to be made to a trustee or trustees approved by the Governor in Council and to be subject to like approval, the government

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to have the right to take possession of the undertaking and property at any time on one month's notice, paying the shareholders the amount of their stock at par value, not exceeding \$265,585.70, with simple interest at 5 per cent, and an addition of 10 per cent on the par value of fully paid-up shares, and assuming the approved obligations of the company for construction, operation and maintenance, according to the terms of the aforesaid bonds and the mortgage securing the same. The date for the completion of the works was fixed as by December 1, 1906.

In pursuance of this authority there was executed, on February 1, 1904, between the Quebec Bridge and Railway Company, the Royal Trust Company (Montreal), and His Majesty, a mortgage trust deed, conveying to the said trust company as trustees all the property and franchises of the bridge company and providing for the issue of bonds to the extent of \$6,678,200.

In pursuance of the requirements of the said agreement, the plans, profiles and specifications of the company's proposed railway works have been approved, as follows:—

By order in council of January 27, 1904, for the line from the northern terminus of the bridge to Champlain market, in the city of Quebec, 6.44 miles, and by an order in council of February 2, 1904, from the south terminus of the bridge to a point of junction with the Intercolonial Railway, 12,600 feet.

Under the terms of the company's aforesaid agreements in respect of the bond guarantee, the amount of the issue of bonds is to be fixed by the Chief Engineer's certificate as to the value of the work done and materials delivered, from time to time, on the company's works.

A new agreement was made on February 9, 1906, between the company, the King and the Bank of Montreal for a further advance not exceeding \$1,250,000, at 5 per cent, to be paid over to the Royal Trust Company, who are to pay the company 80 per cent (or, with the consent of the bank, a greater percentage) of the par value of the bonds mentioned in the Chief Engineer's certificates.

An agreement, dated March 3, 1906, was made between the Company and the King in order to carry out the above.

Up to June 30, 1904, no certificates were issued.

During the fiscal year 1904-05, certificates were issued showing work done and materials delivered to the value of \$1,989,162.85, justifying the issue of bonds to the extent of \$2,340,186.

During the past fiscal year, 1905-06, certificates were issued showing work done and materials delivered to the value of \$1,593,980.13, justifying the issue of bonds to the extent of \$1,698,875.

The total value of work done and materials delivered, as certified to up to June 30, 1906, was \$3,583,142.98, justifying the issue of bonds to the extent of \$4,039,061.

QUEBEC CENTRAL RAILWAY COMPANY.

(See Annual Report of 1895-96.)

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QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See No. 601.)

The history of this railway was given in the annual report for 1895-96, with a statement of the subsidies paid for the then completed lines of railway.

By the Railway Subsidy Act, 3 Edw. VII., (1903) chap. 57, section 2, item 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line or railway from La Tuque on the St. Maurice river to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on October 12, 1904, under authority of an order in council dated May 5, 1904.

During the past fiscal year, payments have been made to the extent of \$86,016, the total paid up to June 30, 1906.

It may be observed that the company had previously been subsidized, under various Acts, for a line of railway from Quebec to Lake St. John, 186 miles, including a bridge across the St. Charles river, and also for the Chicoutimi branch, 72 miles, the aggregate payments for these works amounting to the sum of \$1,006,743.50.

QUEBEC, MONTMORENCY AND CHARLEVOIX RAILWAY COMPANY.

(Now the Quebec Railway, Light and Power Company.)

(See Annual Report of 1894-95.)

QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY.

(See No. 517.)

This company was incorporated by the Act (1900), 63-64 Vic., chap. 75, with powers to construct a railway from Connor station on the St. Francis Branch of the Temiscouata Railway (New Brunswick) to a point on the Intercolonial Railway at or near St. Charles Junction, or a point on the Quebec Central Railway at or near St. Anselme, or a point on the Grand Trunk Railway at or near Chaudière Junction (Quebec) a distance of about one hundred and thirty miles.

By the Railway Subsidy Act of 1901, 1 Edward VII., chap. 7, item 2, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, towards the present terminus of the St. Francis Branch of the Temiscouata Railway, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis river, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, item 23; also for a line of railway in extension of the St. Francis Branch of the Temiscouata Railway to the mouth of the St. Francis river, New Brunswick, in lieu of the subsidy granted by 1899, chap. 7, sec. 2, item 43, not exceeding 3 miles; in all not exceeding 63 miles.

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The company having applied for this subsidy, a contract was entered into with them, accordingly, on August 25, 1902.

No payments have been made up to June 30, 1906.

RED DEER VALLEY RAILWAY AND COAL COMPANY.

(See Annual Report for 1902-03.)

RESTIGOUCHE AND WESTERN RAILWAY COMPANY.

(Now International Railway Company of New Brunswick, which see.)

(See No. 527.)

This company was incorporated by the Act of the province of New Brunswick, 60 Vic., chap. 82 (1897), with powers to construct a railway from Campbellton, to a point on the River Saint John between Grand Falls and Edmundston.

By the Subsidy Act 60-61 Vic., chap. 4 (1897), there was authorized a subsidy for a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, N.B., 20 miles, \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile; the whole not to exceed \$6,400 a mile. This was in lieu of a previous subsidy to a specified company.

The Restigouche and Western Railway Company having applied, were admitted to contract for the work on December 24, 1897.

During the fiscal year 1903-04, subsidy to the extent of \$30,208 was paid, making the total payments \$77,138 up to June 30, 1904.

By the Subsidy Act, 1 Edward VII. (1901), section 2, item 12, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, sec. 2, paragraph 10, not exceeding 20 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on February 17, 1904, under authority of an order in council dated the 12th of that month.

During the past fiscal year, subsidy to the extent of \$50,070.07 was paid, under an order in council dated January 22, 1906, authorizing payment of the sum of \$50,862, the full amount due upon the completion of this section of railway, leaving a balance of \$791.93 for the settlement of certain outstanding claims.

SCHOMBERG AND AURORA RAILWAY COMPANY.

(See Annual Report of 1903-04.)

SHUSWAP AND OKANAGAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1894-95.)

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SOUTH NORFOLK RAILWAY COMPANY.

(Operated by Grand Trunk Railway Company.)

(See Annual Report of 1888-89.)

SOUTH SHORE RAILWAY COMPANY (of New Brunswick).

(See Annual Report of 1896-97.)

SOUTH SHORE RAILWAY COMPANY, QUEBEC.

(See Annual Report of 1904-05.)

ST. CATHARINES AND NIAGARA CENTRAL RAILWAY COMPANY.

(Now Niagara, St. Catharines and Toronto Railway Company, electric.)

(See Annual Report of 1895-96.)

ST. CLAIR FRONTIER TUNNEL COMPANY.

(See Annual Reports of 1890-91 and 1891-92.)

ST. GABRIEL DE BRANDON AND STE. EMÉLIE DE L'ÉNERGIE RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ST. JOHN VALLEY AND RIVIÈRE DU LOUP RAILWAY COMPANY.

(See Annual Report for 1893-94.)

ST. STEPHEN AND MILLTOWN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Reports for 1895-96 and 1900-01.)

STEWIACKE VALLEY AND LANSDOWNE RAILWAY COMPANY.

(Now part of the Dominion Atlantic Railway System.)

(See Annual Report 1895-96.)

ST. LAWRENCE AND ADIRONDACK RAILWAY COMPANY.

(Operated by New York Central Railroad.)

(See Annual Reports for 1893-94 and 1900-01.)

ST. LAWRENCE, LOWER LAURENTIAN AND SAGUENAY RAILWAY COMPANY.

(Name changed to LAURENTIAN RAILWAY COMPANY, by *Provincial Act 51-52 Vic., ch. 108.*)

(See Annual Report for 1891-92.)

ST. LOUIS AND RICHIBUCTO RAILWAY COMPANY.

(See Annual Report for 1884-85.)

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ST. MARY'S RIVER RAILWAY COMPANY.

(See Nos. 495, 614.)

This company was incorporated by the Dominion Act, 63-64 Vic., chap. 79 (1900), with powers to construct a railway from some point between Lethbridge and Stirling, on the railway of the Alberta Railway Company to some point on the international boundary line, between ranges 24 and 30, west of the 4th meridian, N.W.T., and, with the approval of the Governor in Council, to build branch lines, limited to 15 miles each in length.

By the Dominion Act, 4 Ed. VII., chap. 43 (1904), this company has been authorized to amalgamate with the Alberta Railway and Coal Company and the Canadian North-west Irrigation Company, under the name of the Alberta Railway and Irrigation Company.

By the Subsidy Act of 1903, chap. 57, item 70, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Spring Coulee, crossing St. Mary's river at Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all, not exceeding 32 miles.

The company having applied, they were admitted to contract, on March 14, 1904, the lines to be completed by August 1, 1905. The gauge of this railway being 3 feet only, the subsidy payable under the said contract is limited to \$3,200 per mile.

During the fiscal year 1904-05, subsidy was paid to the extent of \$32,134, making the total payments up to June 30, 1905, \$148,094.

No further payments have been made up to June 30, 1906.

TÉMISCOUATA RAILWAY COMPANY—RIVIÈRE DU LOUP TO EDMUNDSTON.

(See Annual Report for 1892-93.)

THOUSAND ISLANDS RAILWAY COMPANY.

(See Annual Reports for 1895-96 and 1901-02.)

TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

TOBIQUE VALLEY RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1887-88.)

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TRANS-CANADA RAILWAY COMPANY.

(See No. 540.)

This company was incorporated under the name of 'The Trans-Canadian Railway Company,' by the Act 58-59 Vic., chap. 28 (1895), with powers to construct a railway from a point at or near the city of Quebec; thence westerly and as nearly as practicable in a straight line to a point north of Lake Winnipeg; thence westerly by way of the Yellow Head or other convenient and practicable pass in the Rocky mountains; and thence by the Skeena river to Port Simpson or Port Essington, with the option of adopting any other more feasible route west of the Rocky mountains to reach a point on the Pacific coast between fifty-two and fifty-five degrees north latitude.

Powers were also given for operation of vessels in connection with their railway; for wharf, dock, elevator and warehouse construction, and for production and use of electric power; also for telegraph and telephone lines to any point on James' bay, Hudson bay and Hudson straits.

Additional powers were given by the Act of 1894, chap. 65, for the construction of a branch from the main line at the St. Maurice river, Quebec, thence southerly to the village of Montcalm in the parish of St Liguori, and thence in a direct line to the city of Montreal; the construction of such a branch not to be commenced until after two hundred miles of the main line beginning at the city of Quebec has been constructed and put into operation. This Act also changed the name of the company.

By the Act 2 Edw. VII., chap. 108 (1902), the time for the construction of the railway authorized by the above Acts, was extended to May 15, 1912: their powers of construction were also extended as follows:—To enable the company to 'continue the construction of its main line, which was commenced at Roberval on the Quebec and Lake St. John Railway, from that point in a westerly or north-westerly direction,' and to build 'a branch line from the nearest point on its main line to deep water near the mouth of the Nottaway river,' (which empties into James' bay), and also 'a branch line from Chicoutimi to the mouth of the Saguenay river at or near St. Catharine's bay'; also, with the sanction of the Governor in Council, to enter into an agreement with the Great Northern Railway of Canada, the Quebec and Lake St. John Railway Company, or the Canadian Northern Railway Company, for conveying or leasing its railway, or for an amalgamation with such company.

By the Railway Subsidy Act of 1901, 1 Edw. VII., chap. 71, item 25, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized 'for a line of railway from Roberval, Quebec, westward towards James' bay, not exceeding 60 miles.'

The company having applied for this subsidy, a contract was entered into with them accordingly, on January 19, 1903.

No payments have been made up to June 30, 1906.

UNITED COUNTIES RAILWAY COMPANY.

(Now part of Delaware and Hudson Railroad System.)

(See Annual Report for 1900-01.)

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VAUDREUIL AND PRESCOTT RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Montreal and Ottawa Railway Company.)

WATERLOO JUNCTION RAILWAY COMPANY.

(Operated by Grand Trunk Railway.)

(See Annual Report for 1891-92.)

WESTERN COUNTIES RAILWAY COMPANY.

(Name changed to THE YARMOUTH AND ANNAPOLIS RAILWAY COMPANY, by 56 Vic., ch 63.)

(Name further changed to THE DOMINION ATLANTIC RAILWAY COMPANY, by 57-58 Vic.,
ch. 69.)

(See Annual Report for 1894-95.)

WEST ONTARIO PACIFIC RAILWAY COMPANY.

(Leased to Ontario and Quebec Railway Company—C.P.R.)

(See Annual Report of 1890-91.)

WOODSTOCK AND CENTERVILLE RAILWAY COMPANY.

(See Annual Report for 1895-96.)

YARMOUTH AND ANNAPOLIS RAILWAY COMPANY.

(See *Western Counties Railway Company*.)

YORK AND CARLETON RAILWAY COMPANY.

(See Annual Report for 1901-02.)

LAND SUBSIDIES.

A number of companies have been aided by subsidies in land, duly authorized by parliament and granted by the Department of the Interior, to whose report reference must be had for information as to their position.

In the annual report of this department for 1895-96 information was given as to a number of these land subsidized companies.

CANALS.

The total expenditure charged to capital account on the original construction and subsequent enlargement of the several canals of the Dominion up to June 30, 1906, amounts to \$90,846,879.60. In addition, an aggregate of \$23,548,402.07 has been expended from the consolidated fund, covering repairs, renewals, maintenance and operation of these works, making a total of \$114,395,281.67. The total revenue derived

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therefrom, including tolls and rental of lands and water powers, amounts to \$13,513,-583.32.

The canal expenditure for the fiscal year ended on June 30, 1906, was as follows :—

On construction and enlargement a total of \$1,552,121.21, charged to capital, being less by \$519,472.51 than in the previous year, and further amounts aggregating \$1,205,-901.11, a reduction of \$46,209.92, charged to the consolidated fund, namely, \$319,877.14, for maintenance, a reduction of \$34,476.43, charged to income ; also \$497,694.77 for staff, an increase of \$13,870.40, and \$388,329.20 for repairs, a decrease of \$25,603.89, the last two classes of expenditure being charged to revenue, making the total canal expenditure for the fiscal year \$2,758,022.32, a reduction, compared with the previous year of \$565,682.43.

The total net amount collected for the fiscal year amounted to \$108,067.76, of which \$101,717.32 was for hydraulic rents, the balance being from wharfage dues, fines, &c. No tolls are charged on any of the Dominion Canals.*

On July 1, 1905, the balance of rents unpaid was \$133,686.47, and the rents accrued during the year amounted to \$121,069.30, making a total of \$254,755.77. The rents received amounted, as above, to \$101,717.32, leaving a balance of rents uncollected on June 30, 1906, amounting to \$149,400.67.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1905-06, but very voluminous statistics relating to the canal traffic, and various commercial statistics, for the season of navigation of the year 1905 will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of the statistics are, however, summarized as follows:—

The total traffic through the several canals of the Dominion for the season of 1905 amounted to 9,371,744 tons, an increase of 1,115,508 tons compared with the previous year. This includes 5,473,406 tons passing through the Sault Ste. Marie canal, against 5,030,705 tons in 1904. The amount of tolls that would have accrued had they been in force would be \$354,447.06.

The following features of the principal canal traffic during the season of 1905 will be of interest:—

On the Welland canal 1,092,050 tons of freight were moved, an increase of 280,679 tons, of which 597,305 tons were agricultural products, an increase of 222,555 tons, and 157,570 tons produce of the forest; of coal 172,642 tons were carried; 859,991 passed eastward, and 232,059 tons westward. 1,075,968 tons were through freight, of which 848,007 tons passed eastward.

Of the through freight, Canadian vessels carried 369,866 tons, an increase of 61,144 tons, and United States vessels 478,141 tons, an increase of 166,785 tons.

The total freight passed eastward and westward through this canal to United States ports was 175,059, a decrease of 77,422 tons compared with the year 1904.

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The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 341,431 tons, an increase of 143,185 tons compared with the previous year; of this, none was transhipped at Ogdensburg, as against 40,641 tons transhipped in 1903. The further quantity of 34,199 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 375,630 tons.

On the St. Lawrence canals 1,752,855 tons of freight were moved, an increase of 325,539; of which 827,720 were east bound through-freight, and 252,558 tons west bound through-freight, 744,630 tons were agricultural products, 620,986 tons merchandise, 454,600 tons coal, and 247,222 tons forest products.

One hundred and fifteen cargoes aggregating 180,206 tons, were taken to Montreal in 1905, seventy-two cargoes, aggregating 116,095 tons, in 1904, seventy-four cargoes of grain, aggregating 99,582 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals in 1903, as against thirty-seven aggregating 35,253 tons, in 1902, twenty-two cargoes, aggregating 17,303 tons, in 1901, and fifteen cargoes, aggregating 7,924 tons in 1900.

On the Ottawa river canals the total quantity of freight moved was 371,341 tons, an increase of 35,348, of which 343,255 tons were produce of the forest.

On the Chambly canal 447,069 tons were moved, a decrease of 1,118, of which 304,272 tons were produce of the forest, and 75,816 tons of coal.

On the Rideau canal 59,864 tons were carried, an increase of 4,744; 27,044 tons being the product of the forest, and 11,200 tons of coal.

On the St. Peters canal 81,077 tons were carried, an increase of 7,661, of which 53,658 tons were merchandise, 43,741 tons coal.

On the Murray canal 29,421 tons passed, an increase of 982, and 2,586 tons of this were the product of the forest.

On the Trent Valley canal, 45,231 tons were moved, of which 44,058 tons were the product of the forest.

On the Sault Ste. Marie canal, the total movement of freight was 5,473,406 tons, being an increase of 442,701 tons carried in 5,662 vessels, the number of lockages being 4,031. Of wheat 25,984,339 bushels, and of other grain 6,075,420 bushels were carried; 1,717,441 barrels of flour, 2,919,237 tons of iron ore, 947,224 tons of coal, and 21,220,800 feet, board measure, of lumber; most of these items show an increase. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 41,275,596 tons, an increase of 12,726,975 tons, carried in 21,681 vessels, an increase of 5,566. The total quantity of wheat carried was 68,558,000 bushels, an increase of 18,516,155, and of other grain 39,285,107 bushels, an increase of 8,062,060. Of lumber the total was 954,768,800 feet, board measure, an increase of 41,656,820.*

* Following the course adopted for some years past, the following facts relating to the traffic passing through both the United States and the Canadian canals at Sault Ste. Marie during the season of 1905 have been compiled from the 'Statistical Report of Lake Commerce,' prepared under the direction of Colonel Charles E. L. B. Davis, of the Corps of Engineers, U. S. Army. a report of the highest value and interest as indicating the wonderful growth of the north-western section of this continent during the past 51 years since the date, 1855, of the opening of the canal, built at a cost of \$1,000,000 by the state of Michigan. This was the first ship canal, but a small canal with a lock 38 feet long, and 8 feet 9 inches wide, and with a lift of 9 feet, had been built, in 1797-98, by the Northwest Fur Company on the Canadian side of the

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In connection with the question of canal versus railway transport of grain from the west, it may be noted that whereas grain and pease passed down to Montreal through the Welland and St. Lawrence canals to the extent of 341,431 tons, an increase of 143,155 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk railways amounted to 148,377 tons, a decrease of 6,248 tons. Over the route from Depot Harbour on Georgian bay, Lake Huron, via the Canada Atlantic Railway to Coteau Landing, at the head of the St. Lawrence canal, thence by barge to Montreal, in the season of 1903 the total freight carried was 315,779 tons, 109,937 tons were corn and 175,954 wheat; in 1904, the total freight carried was 209,260 tons; 61,675 tons were corn and 137,338 tons were wheat. In 1905 the total freight was 254,378 tons; 54,272 tons were corn and 168,966 tons were wheat.

river, for the accommodation of batteaux. It, however, was destroyed in 1814 by the American troops.

In 1855 there were 193 passages of vessels, carrying 14,503 tons of freight. Neither wheat nor other grain formed part of this freight. In 1905 there were 21,679 passages of vessels, the total freight carried being 44,270,680 tons, valued at \$416,965,484; this quantity comprised 68,321,288 bushels of wheat and 39,226,375 bushels of other grain, all east-bound. This marvellous expansion of commerce has chiefly taken place during the past 17 years; the total freight carried in 1888 amounting to only 6,411,423 tons.

The following are the principal features of the operations of the season of 1905 for both the American and Canadian canals:—

All tonnage is net tons of 2,000 lbs. No tolls are charged.

The season of navigation lasted for 8 months and 10 days, the American canals being opened for 246 days and the Canadian canal for 255 days.

The depth of water admitted of the passage of vessels drawing 19½ feet.

The total freight passed through these canals aggregated 44,270,680 tons, an increase, compared with the preceding season of 12,253,561 tons, or 31 per cent. 54,204 passengers were carried, an increase of 16,509, or 44 per cent.

The traffic on the United States canals was 88 per cent of the total freight, or 31,121,233 tons, and 52 per cent of the total passengers, or 28,401, or an increase of 46 per cent in freight, compared with the season of 1904, and in passengers of 31 per cent. On the Canadian canal the freight carried was 5,468,490 tons, or 12 per cent of the total, and 25,300 passengers, or 48 per cent of the total number. Compared with the season of 1904, there was an increase of 9 per cent in freight, and 60 per cent in the number of passengers.

The total value of the freight was \$416,965,484, an average value of \$9.42 per ton. The amount paid for freight transport was \$31,420,584.54. The average distance freight was carried was 833.3 miles, and the total of mile-tons, 36,892,797,973.

The total number of registered vessels using the canals was 910, an increase of 24, and there were, in addition, 729 passages by unregistered vessels. The total value of the registered vessels was \$78,640,300. United States vessels carried 95 per cent of the total freight, and Canadian 5 per cent.

Of the 910 registered vessels in commission 813 were American, valued at \$72,211,300, aggregating 1,302,924 registered tons capacity, and 97 Canadian, valued at \$5,429,000, aggregating 68,356 registered tons.

606 were American steamers, valued at \$66,746,000, aggregating 6,061,016 registered tons, and 86 Canadian steamers, valued at \$5,050,000, of 57,970 tons.

There were 207 registered American sailing vessels, valued at \$6,465,300, of 241,908 tons registered, and 11 Canadian valued at \$379,000, having an aggregate registered tonnage of 10,386 tons.

Unregistered craft carrying freight to the extent of 66,652 tons made 729 passages. Of this quantity 11,884 tons were carried by American and 54,768 tons by Canadian.

Out of the 21,679 passages of the season, 3,633 were by 89 vessels under 100 tons register, their average being 35 tons.

Twenty-eight new vessels, all steam freighters, were put in commission, ranging from 250 feet to 569 feet in length. The increase in capacity of the vessels continues to be marked. In 1884 there were no boats carrying more than 4,000 tons, and of these only 18 carried between 3,000 and 4,000 tons. In 1905 there were 148 of from 3,000 to 4,000 tons capacity; 44 of from 4,000 to 5,000 tons; 22 of from 5,000 to 6,000 tons; 57 of from 6,000 to 7,000 tons; 60 of from 7,000 to 8,000 tons; 51 of from 8,000 to 9,000 tons; 14 of from 9,000 to 10,000 tons; 10 of from 10,000 to 11,000 tons; 7 of from 11,000 to 12,000 tons; and 3 of 12,000 and over. In 1904 there was only one vessel over 10,000 tons capacity. As to the dimensions of these vessels, there were 18½ between 300 and 400 feet in length, 128 between 400 and 500 feet, and 23 between 500 and 600 feet, and of 56 feet beam. The largest single cargo was 12,368 tons, carried by the steamer 'E. H. Garry.' The largest season's work was performed by the steamer 'Augustus B. Wolvin,' whose total amounted to 274,401 tons carried, with a total of 249,038,482 mile-tons.

There were 21,679 passages through the canals, an increase of 5,559, of which 16,019 were through the American and 5,660 through the Canadian canal; they were covered by 13,792 lock-

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The quantity of grain carried to tide water on the New York state canals was 216,237 tons, a decrease of 10,630 tons, while the quantity carried by the railways of the state to tide water amounted to 3,164,540 tons, a decrease of 115,967.

Of the total east and west bound freight carried by the state of New York railways (the Erie, the Champlain, the Black river, the Cayuga and Seneca, and the Oswego), and the competing railways (the New York Central and the Erie Railway) respectively (amounting in 1905 to 73,753,141 tons—less by 5,242,646 tons than in 1904), the proportion carried by the canals has fallen steadily from 68·9 per cent in 1859 and 47·0 per cent in 1869, to 6·8 per cent in 1898, 7·2 in 1899, 5·2 in 1900, 5·1 in 1901, 5·5 in 1902, 5·6 in 1903, and 4·6 in 1904, and 4·5 in 1905. These canals carried in 1905, 3,226,896 tons, an increase of 88,349 tons.

ages, an increase of 3,477 ; of those 9,757 were through the American locks and 4,035 through the Canadian lock.

The principal items of freight, compared with the previous year, were as follows :—

Coal, 6,519,056 tons, of which 984,701 tons were hard, a decrease of 6,527 tons, and 5,524,355 tons soft, an increase of 60,714 tons ; flour, 5,772,719 barrels, an increase of 1,062,181 barrels ; wheat, 68,321,288 bushels, an increase of 18,392,419 bushels ; grain, other than wheat, 39,229,553 bushels, an increase of 6,198,561 bushels (this comprised 637,591 bushels of rye, 12,649,232 bushels of oats, 773,905 bushels of corn, 10,188,256 bushels of barley, and 14,980,569 bushels of flax) ; manufactured and pig iron, 237,696 tons, an increase of 7,711 tons ; salt, 423,122 barrels, an increase of 57,663 barrels ; copper, 106,520 tons, an increase of 3,085 tons ; iron ore, 31,332,637 tons, an increase of 11,696,840 tons ; lumber, 966,806 M. ft. B.M., an increase of 43,526 ; silver ore, 41 tons, a decrease of 1,315 tons ; building stone, 10,899 tons, a decrease of 10,194 tons ; general merchandise, 836,583 tons, an increase of 104,574 tons.

Of the monetary value of the freight carried, coal constituted 4·97 per cent ; cereals, including flour, 28·16 per cent ; iron (ore manufactured and pig), 27·12 per cent ; copper, 7·28 per cent ; lumber, 4·28 per cent ; and all other products, 28·19 per cent.

The east-bound traffic from Lake Superior aggregated 36,778,738 tons, the bulk being raw material, cereals, minerals and lumber, of which quantity 3,316,970 tons went to Lake Michigan ports, 3,307,802 tons in American vessels from American to American ports, 8,418 tons in American vessels, and 750 tons in Canadian vessels from Canadian to American ports. To Lake Huron there were carried 1,182,208 tons, of which 160,492 tons were carried by American vessels from American to American ports, and 50,161 tons to Canadian ports ; 33,232 tons were taken by American vessels from Canadian to American ports. Canadian vessels carried 829,740 tons from Canadian to Canadian ports, 4,899 tons from Canadian to American, and 123,684 tons from American to Canadian ports. To Lake Erie, 31,883,178 tons were taken, of which American vessels carried 31,350,649 tons from American to American ports, 5,676 tons from American to Canadian ports, and 369,925 tons from Canadian to American ports. Canadian vessels carried 16,665 tons from Canadian to Canadian ports, 138,963 tons from Canadian to American, and 1,300 from American to Canadian ports. To Lake Ontario, the total carried was 396,382 tons, of which 33,302 tons were taken in American vessels from American to American ports ; 96,415 tons from American to Canadian ports and none from Canadian to American ports. Canadian vessels carried 242,065 tons from Canadian to Canadian ports, none from Canadian to American, and 24,600 tons from American to Canadian ports.

The west-bound traffic to Lake Superior aggregated 7,491,942 tons. From Lake Michigan, 39,794 tons were carried in American vessels from American to American ports ; 2,857 tons from American to Canadian. There was no further traffic to this lake. From Lake Huron, 93,755 tons were carried in American vessels from American to American ports, 7,377 tons from American to Canadian, and 3,446 tons from Canadian to American ports. Canadian vessels carried 250,878 tons from Canadian to Canadian ports, 16,792 tons from Canadian to American, and 473 tons from American to Canadian ports. From Lake Erie, American vessels carried 6,109,951 tons from American to American ports ; 378,490 tons from American to Canadian ; none from Canadian to American. Canadian vessels carried 12 tons from Canadian to Canadian ports ; 1,120 tons from Canadian to American, and 481,425 from American to Canadian. From Lake Ontario, 23,656 tons were carried by American vessels from American to American ports ; 2,744 tons from American to Canadian, and 2,276 tons from Canadian to American. Canadian vessels carried 63,251 tons from Canadian to Canadian ports ; 4,279 tons from Canadian to American, and 9,366 tons from American to Canadian ports.

The transportation charges per unit, including loading and unloading, on the principal items were as follows :—Coal, \$0.33 ; flour, \$0.14 ; wheat and other grain, \$0.23 per bushel ; manufactured iron, \$2 per ton ; pig iron, \$1.50 per ton ; copper, \$1.25 per ton ; iron ore, \$0.68 ; lumber, \$2.45 per M. ft. B.M. ; silver ore, \$1.50 per ton ; and general merchandise, \$2 per ton. The total charges aggregated \$31,420,584.54, of which those on coal amounted to \$2,151,288.48 ; on wheat, \$1,571,389.62 ; and on iron ore, \$21,306,193.16.

The transportation charges per ton per mile averaged 0·085 of a cent, the average cost per ton being 71 cents.

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The enlarged Erie Canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 x 18 feet, with a depth of 7 feet of water, accommodating, as a maximum, vessels of 240 tons burden. The original canal was completed in 1836, and the enlargement in 1862. The total cost of construction was \$51,609,200.

By means of the enlarged Canadian canal system and the intermediate waterways a minimum depth of fourteen feet of water from Lake Superior to the head of the ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, intended, for the purpose of ordinary traffic, to accommodate vessels 255 feet long and 44 feet beam.*

The through route between Montreal and Port Arthur, on the west shore of Lake Superior, open as a 14-foot navigation, comprises 73 miles of canal, with 48 locks, and 1,150 miles of river and lake waters, or a total of 1,223 miles. From Montreal to Duluth, at the southwest of Lake Superior, the total distance is 1,357 miles, and to Chicago, 1,286 miles. A summary of this route will be found in the Chief Engineer's Report, Part II., and further details of the several works in the pages immediately following. At Port Arthur and at Fort William (about six miles distant), the Canadian Pacific Railway gives communication westwards and eastwards, and the Canadian Northern Railway westwards and with the south. A line of railway is being built from these points by the Grand Trunk Pacific Railway to give communication with the Transcontinental Railway, west.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, is in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall and the Soulanges, they are well lighted throughout by electricity, and the Lachine is partially so lighted. The Sault Ste. Marie, the Cornwall and the Soulanges canals are electrically operated. Installations for electrical operation of the Welland canal and the Lachine canal are in progress. The Farran's Point canal is lighted with acetylene gas.

The extensive improvement works being carried on at Port Colborne, the Lake Erie entrance of the Welland canal, comprise the deepening of the approach to the canal to 22 feet, and the construction of two docks, with piers, 200 feet wide, upon which grain elevators will be erected for the transference of grain to vessels adapted to the canal navigation, when required.

The foundations for an elevator of 2,000,000 bushels capacity are completed. It is not, however, proposed to afford, at the outset, bin accommodation for more than 800,000 bushels, a capacity which is deemed sufficient as a test of the new system and pending further information as to the requirements of the grain trade. The plans for construction and equipment are in charge of a special expert in this difficult class of work. Work of rebuilding the west piers is in progress. In addition to the works undertaken by this department, a breakwater, about a mile in length, has been, and another is being constructed across the entrance to the harbour by the Department of

* In exceptional cases this length can, with certain manœuvring, be somewhat increased, being governed, of course, by the form of the vessel. As a matter of fact, there are vessels now using the canals whose length, over all, is 265 feet, and width of beam 37 feet.

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Public Works, which will also dredge out the area so contained; thus greatly increasing the accommodation and insuring safety at this important point. The deepening of portions of the canal prism is completed, and certain curves have been reduced, thus facilitating the navigation of the canal.

The work of deepening the approaches of the Sault Ste. Marie canal to 21 feet 5 inches below extreme low water mark is progressing; when finished, a channelway 500 feet wide at the upper entrance and 315 feet wide at the lower entrance will be available. The approaches at the lower entrance are completed to that depth. At the south lower entrance pier, an extension for a distance of 800 feet with a concrete superstructure has been completed. The main purpose of its construction is the cutting off of the strong cross current at this point, which was a source of difficulty and damage to vessels. A similar extension of 800 feet in length with concrete superstructure is under construction at the south upper entrance pier.

The presence of the various dredges and scows in use at the upper entrance for deepening operations has deterred vessels, somewhat, from the adoption of the Canadian route, and the traffic has, consequently, fallen off during the season. This, however, is only a temporary difficulty.

On the Trent canal, the section, $9\frac{1}{2}$ miles, comprising the new hydraulic lift lock at Ashburnham (Peterborough), was formally opened for traffic in June, 1904. A second hydraulic lift lock to overcome a rise and fall of fifty-four feet is under construction for the Balsam-Simcoe Lake division of the canal. The work will be completed during the season of 1906. The other works under contract are in a like position of advancement.

When the present contracts are completed, a six-foot navigation will be afforded from Lake Simcoe to Heely's Falls, a distance of about 160 miles, leaving the portion between Heely's Falls and Lake Ontario and the portion from the head of Lake Simcoe to Georgian bay, Lake Huron, still to be dealt with. The total distance between the Bay of Quinte, Lake Ontario, and Georgian bay is about 192 miles.

The transfer from the Provincial to the Dominion Government of the several works comprised in the back lakes forming the head waters of the canal system has been carried out under a provincial order in council of the 22nd of July, 1905, and a Dominion order of the 16th of February, 1906; the maintenance of the water supply to the canal is thus assured.

During the year, the surveys carried on with a view to determining the most desirable route for those portions of the projected work that still remain to be constructed in order to give communication between Lake Ontario and Georgian bay were completed. The report of the engineer in charge will be found in the appendices. The surveys cover the northerly district between Lake Couchiching and Georgian bay, also the district to the south between Rice lake and Lake Ontario, having in view as the possible terminal point on the latter lake either Trenton, Cobourg, or Port Hope, all three places having urged claims for that distinction.

The final report of the engineer, with plans and estimates, has not yet been received.

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Surveys of the east and west branches of the Holland river, and of the Black river from Lake Simcoe to Sutton, with a view to the improvement of their navigation were completed during the year, and the plans are in course of preparation.

The difficult work of forming a channel 3,000 feet long, 300 feet wide, and with 17 feet of water, through the Galops rapids, which, has, for some years past, been carried on, is nearly completed, and the close of the season will probably see it finished. The width at one point has been restricted to 248 feet. In this connection, a massive dam between Adam's Island (Canadian) and Galops island, which is in the territory of the United States, in order to the removal of a cross current which affected the new channel through the rapids, has been built, and the anticipated good effects upon the current in the channel have resulted from the work, which is practically completed.

In the report of the Chief Engineer, and in the reports of the superintending engineers, will be found full details as to the operation of the various canals, and as to the progress and position of the works of enlargement and construction now being carried on.

GENERAL OBSERVATIONS.

I would repeat here the observations made in my report last year, in which I urged that some provision be made for recognition of long and faithful service in the cases of men whose further employment on the government railways is, by reason of their age, or otherwise, considered undesirable, drawing attention to the general practice of leading railway companies, both in Canada and the United States, in dealing with such matters. I am strongly of opinion that similar treatment of the employees on the government roads would not only be fair to the men, but also in the best interests of the railway, as affording practical proof that duty faithfully performed will bring generous appreciation on the part of those benefiting by it.

The important question of dealing with the railway statistical returns made by the several railway companies, as to which I observed in my last report that it was considered highly desirable that the information to be obtained should be of a more comprehensive character than at present, and supply details similar to those furnished by United States railway companies to the Interstate Commerce Commission, has now been met, as a preliminary step, by the creation of the position of Comptroller of Railway Statistics, and the appointment of Mr. J. L. Payne to that position. The comptroller is adopting the necessary measures to secure from the companies the more complete returns required.

In conclusion, I would repeat here the remark I made last year, namely, that consideration of the work of the department and of its staff, impresses me strongly with the necessity for reorganization, and a numerical increase of its officers. Notwithstanding the great and ever-extending addition to its work, as the natural and very satisfactory issue of the rapid growth of the country during the last quarter of a century, the fixed staff remains practically unchanged. Compared with any large railway company or business, the department is much undermanned, and its staff is out of all proportion to the work that has to be done. The consequence is that many matters are barred from the prompt treatment they should receive, despite the best

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efforts of the officials concerned. This condition of affairs to which, I note, my predecessor, in several previous reports has drawn attention, should, in the public interests, be remedied without delay.

It will be universally admitted by all persons of intelligence and experience in practical matters, that the efficient administration of public affairs is of importance, at least as great as in the case of private undertakings, and, as a corollary, that such expenditure as may be requisite to fairly remunerate a sufficient staff of the quality needed for satisfactory government work—an expenditure willingly incurred by private undertakings, the wisdom of their policy being proved by the results obtained—is in the highest degree justifiable and expedient.

I have the honour to be, sir,

Your obedient servant,

M. J. BUTLER,

Deputy Minister of Railways and Canals.

PART I

STATEMENTS OF THE ACCOUNTANT

No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals,
Dominion of Canada, during the Fiscal Year ended June 30, 1906.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
CANALS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beauharnois .....	.	2,531 24	9,291 91	18,640 71
Carillon.	}	24,179 33	18,232 71	10,924 72
Grenville..				
Chambly		26,192 72	26,039 53	25,173 48
Cornwall	37,879 09	20,063 79	71,246 77	31,893 13
Lachine.	103,798 28	133,518 77	84,708 78	60,064 84
Murray.....		293 75	5,183 61	2,840 91
Rideau.....		5,272 90	41,819 77	54,495 63
Sault Ste. Marie.	120,000 60		15,878 11	20,086 15
Soulanges..	5,000 22	16,033 79	24,817 37	17,096 33
Ste. Anne's.....			2,259 16	2,294 86
St. Lawrence.	{ North Channel. Galops Channel	83,028 98 26,506 26		
St. Ours.....				
St. Peter's		7,307 39	2,582 95	3,872 75
Trent..			3,239 19	253 65
Welland.....		26,030 36	17,440 68	33,398 85
Williamsburg	{ Galops General	715,198 24 140,920 65	107,932 96	78,704 93
		18,783 00	17,289 42	16,148 66
		1,710 00		
Total.....	1,552,121 21	310,716 70	447,962 92	375,889 60
GENERAL ON CANALS.				
Arbitrations and awards.....		420 00		
Celebration of ship canals at Sault Ste. Marie		3,731 28		
Dredge vessels—Lachine				4,861 32
" Rideau				7,578 28
Miscellaneous		1,008 11	849 10	
Salaries and contingencies, canal officers ..			26,417 95	
Sunday labour.			22,464 80	
Surveys and inspections		1,409 90		
Quebec Canals—Remarking boundaries.		2,591 15		
Total.....		9,160 44	49,731 85	12,439 60
RAILWAYS.				
Intercolonial	3,765,170 90		7,581,914 36	
National Transcontinental	1,841,269 95			
Prince Edward Island	496,124 89		294,253 16	
Windsor Branch			17,485 97	
Total.....	6,102,565 74		7,893,653 49	

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STATEMENT showing the amount expended by the Department of Railways and Canals,
&c.—*Concluded.*

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
GENERAL ON RAILWAYS.				
Contribution to McGill College..		2,500 00		
Railway statistics.....		55 69		
Railway subsidies.....		1,637,574 37		
Governor General's car.....		1,577 40		
Railway Commission.....		83,092 05		
Subscription to Railway Congress, Brussels.....		97 33		
Surveys and inspections.....		11,696 33		
Total.....		1,736,593 17		
MISCELLANEOUS.				
Cost of litigation.....		6,001 91		
Extra clerks preparing returns to Parliament.....		50 00		
Salaries of engineers, draughtsmen, &c.....		27,115 58		
" extra clerks, &c.....		3,776 34		
Unforeseen expenses.....		540 81		
Total.....		37,484 64		
RECAPITULATION.				
Total on canals.....	1,552,121 21	310,716 70	447,962 92	375,889 60
" general.....		9,160 44	49,731 85	12,439 60
Total on canals.....	1,552,121 21	319,877 14	497,694 77	388,329 20
Grand total canals, \$2,758,022.32.....				
Total on railways.....	6,102,565 74		7,893,653 49	
" general.....		1,736,593 17		
Total on railways.....	6,102,565 74	1,736,593 17	7,893,653 49	
Grand total railways, \$15,732,812.40.....				
Grand total railways and canals, including miscellaneous, \$37,484.64.....	7,654,686 95	2,093,954 95	8,391,348 26	388,329 20

Total amount expended, \$18,528,319.36.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

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No. 2.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to June 30, 1906.

ST. PETER'S CANAL.

	Year ending June 30.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		156,523	32						
" since	1868	21,519	72						
"	1869	70,719	80						
"	1870			46,193	57				
"	1871					225	36	555	78
"	1872					280	00	6,122	07
"	1873					343	32	6,539	58
"	1874					725	93	1,558	57
"	1875	20	97			560	00	889	35
"	1876	11,125	00			641	55		
"	1877	63,330	18			600	00	17	45
"	1878	26,511	51			600	00		
"	1879	107,337	75			631	50		
"	1880	80,120	54			400	00		
"	1881	69,434	76			959	58		
"	1882	484	00			1,920	54	200	63
"	1883					2,089	19	232	42
"	1884	2,471	40			2,601	47	367	85
"	1885	16,820	15			1,929	11	183	11
"	1886	2,316	85			2,360	67	297	81
"	1887	1,087	75	750	00	2,777	13	343	23
"	1888					3,217	77	1,588	40
"	1889			500	00	3,085	29	353	38
"	1890					3,110	15	255	34
"	1891	972	65	510	53	3,255	30	312	02
"	1892	14,387	00	30,936	82	3,007	70	1,461	24
"	1893	811	59	9,987	78	2,938	15	1,856	30
"	1894	437	05	3,852	21	2,935	94	1,986	70
"	1895	868	44	26,222	46	2,499	81	353	55
"	1896	1,455	21	16,743	64	2,182	04	260	90
"	1897					2,728	38	1	20
"	1898			111	70	2,785	25	453	85
"	1899					2,819	86	456	61
"	1900					2,833	24	1,483	30
"	1901			2,311	26	2,730	44	841	63
"	1902			10,014	43	2,939	81	274	44
"	1903					2,836	49	764	11
"	1904					3,126	94	122	45
"	1905			3,000	10	2,969	90	1,095	90
"	1906					3,239	19	253	65
		648,755	64						
Less—Refunds of previous years.		208	50						
Total		*648,547	14	151,134	50	74,887	00	31,482	82

* Expenditure as above. \$ 648,547 14

Less expenditure prior to Confederation. 156,523 32

Agreeing with Public Accounts, 1906, page 4. \$ 492,023 82

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

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STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BAIE VERTE CANAL.

			Year ending June 30.	Capital.	Income.
				\$ cts.	\$ cts.
Government expenditure prior to Confederation.....			1868		
" since "			1869		
" " "			1870		
" " "			1871		17,929 34
" " "			1872		6,399 41
" " "			1873		14,943 83
" " "			1874		4,018 90
" " "			1875		443 00
" " "			1876		110 75
" " "			1877		22 30
" " "			1878		
" " "			1879		
" " "			1880		
" " "			1881		520 00
" " "			1882		
" " "			1883		
" " "			1884		
" " "			1885		
" " "			1886		
" " "			1887		
" " "			1888		
" " "			1889		
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" " "			1893		
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" " "			1896		
" " "			1897		
" " "			1898		
" " "			1899		
" " "			1900		
" " "			1901		
" " "			1902		
" " "			1903		
" " "			1904		
" " "			1905		
" " "			1906		
Total					44,387 53

S. LEONARD SHANNON,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c. --Continued.

LACHINE CANAL.

	Year ending June 30.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		\$	cts.	\$	\$	\$
Expenditure by Imperial Gov- ernment.....		40,000	00			
Government expenditure prior to Confederation.		2,547,532	85			
Government expenditure since Confederation.....	1868			1,852	13,742	10,431
"	1869	2,000	00		14,209	12,085
Cost of original construction and enlargement of 1845 to 1848..			2,589,532	85		
Expenditure by Dominion Gov- ernment ..	1870				15,834	13,302
"	1871			12,231	17,478	15,093
"	1872	36,708	15		16,076	12,334
"	1873	7,824	28	35,158	23,601	34,300
"	1874	158,618	35		25,811	22,828
"	1875	197,420	52		28,592	30,057
"	1876	327,769	39		33,797	29,103
"	1877	1,439,375	73		33,148	19,824
"	1878	1,484,619	63		39,062	13,646
"	1879	958,053	30		42,338	12,400
"	1880	369,566	74		38,950	10,223
"	1881	292,165	51		39,027	19,888
"	1882	252,821	33	2,978	41,158	17,116
"	1883	396,496	96	1,859	45,554	18,199
"	1884	188,266	18		48,624	19,683
"	1885	111,215	23		49,004	20,199
"	1886	210,509	42		50,969	19,199
"	1887	28,772	52	12,981	53,113	22,567
"	1888	19,414	34	7,996	52,229	19,999
"	1889	76,032	96	972	54,110	22,957
"	1890	7,448	03	8,238	53,114	22,999
"	1891	217	53	16,155	50,721	36,292
"	1892	87,852	35	27,480	52,729	67,499
"	1893	445,983	21	50,937	53,185	51,616
"	1894	64,345	14	17,152	60,174	40,939
"	1895	189,944	36	32,405	56,337	25,891
"	1896	184,998	25	8,193	58,342	24,950
"	1897	282,052	48	14,664	57,533	25,820
"	1898	216,717	44	819	57,282	33,391
"	1899	162,351	83	3,103	55,990	35,776
"	1900	125,009	41	12,210	56,791	31,988
"	1901	97,305	52	12,072	58,364	50,005
"	1902	113,328	26	36,249	59,435	45,853
"	1903	58,426	92	109,893	69,762	53,054
"	1904	181,487	06	162,705	77,233	50,660
"	1905	112,460	47	144,996	86,209	65,202
"	1906	103,798	28	133,518	84,708	60,064
Cost of enlargement.....			8,989,377	08		
Total.....			11,578,909	93	866,828	1,824,354
				87	1,824,354	1,137,455
					44	12

Total expenditure on capital account as above\$11,578,909 93
Less charged to St. Lawrence River Canals, see page 9..... \$2,950,104 15
Less expenditure by Imperial Government..... 40,000 00
2,990,104 15
Agreeing with Public Accounts balance sheet, 1906, page 4.....\$ 8,588,805 78

S. LEONARD SHANNON,
Accountant.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.— *Continued.*

BEAUHARNOIS CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		1,611,424 11			
since	1868		63,193 75	9,349 99	6,216 98
	1869		55 00	9,626 99	6,498 57
	1870		27 50	10,117 57	6,384 81
	1871			12,316 53	5,722 36
	1872		27 50	11,792 46	15,733 38
	1873		5,122 50	12,210 73	9,882 06
	1874		26 00	15,392 51	10,990 56
	1875		36 00	14,399 32	12,253 01
	1876			14,465 86	17,170 83
	1877			14,377 63	15,207 36
	1878			14,383 37	9,861 05
	1879			15,015 86	10,370 71
	1880	266 15		15,362 61	8,997 34
	1881			17,659 93	10,770 67
	1882			18,804 53	20,813 86
	1883		6,727 44	18,287 77	15,826 71
	1884		3,277 98	19,107 38	16,232 61
	1885		7,999 79	18,960 40	14,637 70
	1886		8,491 80	19,228 90	14,356 00
	1887		3,633 57	18,867 45	14,999 88
	1888		14,411 97	19,325 05	14,285 98
	1889		10,993 52	20,019 11	14,982 54
	1890			19,847 42	14,999 20
	1891		17,085 68	18,886 86	12,537 39
	1892		1,696 23	20,050 01	14,999 80
	1893			20,348 34	14,107 11
	1894		6,547 72	20,574 53	13,903 46
	1895		27,982 93	20,428 59	12,299 49
	1896			20,725 47	15,050 85
	1897		9,813 15	21,012 64	14,862 98
	1898	25,000 00	5,799 34	20,650 00	16,164 92
	1899		1,000 00	20,613 22	13,463 01
	1900		4,959 22	20,147 59	14,505 30
	1901		483 40	20,118 42	14,199 12
	1902			16,682 52	6,532 33
	1903			8,218 14	10,063 38
	1904			9,236 27	11,936 37
	1905		14,949 83	9,086 68	10,499 99
	1906		2,531 24	9,291 91	18,640 71
Total		*1,636,690 26	216,873 06	634,990 56	500,960 38

*See page 9 for total cost of St Lawrence River and Canals.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.-- *Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending June 30.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					18,442 85	98,378 46
Government expenditure since Confederation	1868					
"	1869					
"	1870					
"	1871					
"	1872					
"	1873				33,241 69	
"	1874				26,541 30	
"	1875				20,611 36	
"	1876				50,215 47	
"	1877				47,377 31	
"	1878				5,570 46	
"	1879				9,265 77	
"	1880				9,214 56	
"	1881				6,927 96	
"	1882		6,933 45	22,000 00	28,933 45	
"	1883		3,574 31	41,300 00	44,874 31	
"	1884		15,546 03	74,300 00	89,846 03	
"	1885		13,710 17	101,400 00	115,110 17	
"	1886		16,251 73	99,800 00	116,051 73	
"	1887		20,037 31	54,400 00	74,437 31	
"	1888		16,082 85	40,400 00	56,482 85	
"	1889		1,293 92	17,200 00	18,493 92	
"	1890		18,279 91	5,700 00	23,979 91	
"	1891		35,137 25		35,137 25	
"	1892		59,779 31		59,779 31	
"	1893		52,643 39		52,643 39	
"	1894		13,721 66		13,721 66	
"	1895		1,223 72	181,552 03	182,775 75	
"	1896		7,457 05		7,457 05	
"	1897		12,347 31		12,347 31	
"	1898	171,336 65	7,491 11	32,710 00	211,537 76	
"	1899	461,979 50	9,366 47	42,430 00	513,775 97	
"	1900	225,000 00	72,484 41	50,000 00	347,484 41	
"	1901	184,790 34	19,389 75	91,211 97	295,392 06	
"	1902	125,000 00	29,268 64	24,037 85	178,306 49	
"	1903	126,833 94	16,432 28	25,000 00	168,266 22	
"	1904	68,595 42	9,634 66	6,450 00	84,680 08	
"	1905	93,025 89	25,743 51	49,734 70	168,504 10	
"	1906	83,028 98		26,506 26	109,535 24	
		1,539,590 72	483,830 20	936,132 81	3,236,962 46	98,378 46

ST. LAWRENCE RIVER AND CANALS.

St. Lawrence River and Canals, as above	\$ 3,236,962 46
Beauharnois Canal, see page 8	1,636,690 26
Cornwall Canal " 12	7,219,066 67
Williamsburg Canal " 14	10,326,773 86
Lake St. Louis " 10	298,176 11
Soulanges Canal " 26	6,891,174 70
Lachine Canal, from prior to Confederation to June 30, 1875, see page 7...	2,950,104 15
Lake St. Francis, see page 11.	75,906 71

Agreeing with Public accounts Balance Sheet, 1906, page 4. \$32,634,854 92

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c. — *Continued.*

LAKE ST. LOUIS.

				Year ending June 30.	Chargeable to Capital.	Chargeable to Revenue.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation						
" " since	"			1868		
" " "	"			1869		
" " "	"			1870		
" " "	"			1871		
" " "	"			1872		
" " "	"			1873		
" " "	"			1874		
" " "	"			1875		
" " "	"			1876		
" " "	"			1877		
" " "	"			1878		
" " "	"			1879		
" " "	"			1880		
" " "	"			1881		
" " "	"			1882		
" " "	"			1883		
" " "	"			1884		
" " "	"			1885		
" " "	"			1886		
" " "	"			1887		
" " "	"			1888		
" " "	"			1889		
" " "	"			1890		
" " "	"			1891		
" " "	"			1892		
" " "	"			1893		
" " "	"			1894		
" " "	"			1895	4,753 14	
" " "	"			1896	49,909 31	
" " "	"			1897	73,300 41	
" " "	"			1898	64,495 83	
" " "	"			1899	57,607 79	
" " "	"			1900	11,765 70	
" " "	"			1901	12,918 31	
" " "	"			1902	6,000 00	
" " "	"			1903	9,508 72	
" " "	"			1904	7,916 90	
" " "	"			1905	†	
" " "	"			1906	†	
Total.					*298,176 11	

* Included in total cost of St. Lawrence River and Canals, see page 9.
† Transferred to Department of Marine and Fisheries.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. FRANCIS.

					Year ending June 30.	Capital.	Renewals Chargeable to Income.
						\$ cts.	\$ cts.
Government expenditure since Confederation.					1868		
"	"	"	"	"	1869		
"	"	"	"	"	1870		
"	"	"	"	"	1871		
"	"	"	"	"	1872		
"	"	"	"	"	1873		
"	"	"	"	"	1874		
"	"	"	"	"	1875		
"	"	"	"	"	1876		
"	"	"	"	"	1877		
"	"	"	"	"	1878		
"	"	"	"	"	1879		
"	"	"	"	"	1880		
"	"	"	"	"	1881		
"	"	"	"	"	1882		
"	"	"	"	"	1883		
"	"	"	"	"	1884		
"	"	"	"	"	1885		
"	"	"	"	"	1886		
"	"	"	"	"	1887		
"	"	"	"	"	1888		
"	"	"	"	"	1889		
"	"	"	"	"	1890		
"	"	"	"	"	1891		
"	"	"	"	"	1892		
"	"	"	"	"	1893		
"	"	"	"	"	1894		
"	"	"	"	"	1895		
"	"	"	"	"	1896		
"	"	"	"	"	1897		
"	"	"	"	"	1898	3,420 00	
"	"	"	"	"	1899	23,110 00	
"	"	"	"	"	1900	15,431 46	12,288 39
"	"	"	"	"	1901	15,000 00	8,060 30
"	"	"	"	"	1902	13,945 25	
"	"	"	"	"	1903	5,000 00	
"	"	"	"	"	1904		2,199 52
"	"	"	"	"	1905		
"	"	"	"	"	1906		
Total.....						*75,906 71	22,548 21

*Included in total cost of St. Lawrence River and Canals, see page 9.

† Transferred to Department of Marine and Fisheries.

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

CORNWALL CANAL.

	Year ending June 30.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.					
		\$	cts.	\$	cts.	\$	cts.				
Government expenditure prior to Confederation		1,933,152	69								
Government expenditure since Confederation.	1868			2,786	00	11,244	47	3,774	18		
" " ..	1869	10,692	04		10,347	91	3,859	14			
" " ..	1870			17,780	05	10,368	16	7,145	42		
" " ..	1871			7	50	11,848	39	8,891	61		
" " ..	1872			10,000	21	10,594	30	8,163	70		
" " ..	1873			1,011	75	13,042	25	12,467	65		
" " ..	1874					13,405	20	7,610	70		
" " ..	1875	1,780	00			13,351	91	7,097	34		
Cost of original construction.				1,945,624	73						
Expenditure by Dominion Gov- ernment	1876					13,320	61	6,423	67		
" " ..	1877	49,211	37			13,375	70	6,440	54		
" " ..	1878	145,015	45			13,825	50	4,935	21		
" " ..	1879	143,092	05			13,817	96	4,983	15		
" " ..	1880	109,454	95			14,440	33	9,735	76		
" " ..	1881	53,948	14			15,173	60	5,524	10		
" " ..	1882	44,587	61			15,052	20	6,634	62		
" " ..	1883	21,728	93			18,283	67	8,361	71		
" " ..	1884	22,018	13			18,475	48	9,007	73		
" " ..	1885	62,034	90	16,298	96	15,988	96	12,368	51		
" " ..	1886	57,820	83	6,960	95	15,994	80	11,832	83		
" " ..	1887	46,906	43			17,520	54	12,100	29		
" " ..	1888	67,945	74			16,938	54	13,942	64		
" " ..	1889	163,993	85			17,890	55	58,205	26		
" " ..	1890	365,038	01	2,000	00	17,063	49	12,758	18		
" " ..	1891	599,001	85	1,459	98	16,077	72	9,830	05		
" " ..	1892	398,555	25	2,345	26	15,596	66	9,864	36		
" " ..	1893	352,536	13			15,173	01	9,668	14		
" " ..	1894	404,990	22			15,344	02	7,733	54		
" " ..	1895	450,689	65	21,497	74	15,414	56	13,053	55		
" " ..	1896	448,408	31	2,175	00	15,472	26	25,259	56		
" " ..	1897	438,487	51			15,540	43	16,438	32		
" " ..	1898	133,208	96			15,011	50	15,431	02		
" " ..	1899	37,619	00	15,960	80	16,000	00	14,623	90		
" " ..	1900	169,889	51	18,547	50	18,798	10	13,998	29		
" " ..	1901	62,032	47			17,104	13	13,166	89		
" " ..	1902	90,535	18			17,896	58	15,045	95		
" " ..	1903	77,833	81			70,129	29	19,205	66		
" " ..	1904	113,795	16	1,730	16	45,792	64	20,932	55		
" " ..	1905	104,093	45	8,324	83	71,073	68	28,100	67		
" " ..	1906	37,879	09	20,063	79	71,246	77	31,893	13		
Cost of enlargement				5,273,441	94						
Total.....				7,219,066	67	148,950	48	783,035	87	506,509	52

* Included in total cost of St. Lawrence River and Canals, see page 9.

S. LEONARD SHANNON,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 30, 1906.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS.

	Year ending June 30.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation being amount of original construction	1868				1,320,655 54		5,745 97	6,442 41
Government expenditure since Confederation	1869						5,769 81	5,670 88
"	1870						5,573 13	6,546 16
"	1871						6,382 17	5,308 41
"	1872					1,077 00	5,542 94	3,230 07
"	1873						6,424 49	7,347 75
"	1874						6,857 19	7,395 92
"	1875						6,547 62	4,110 29
"	1876						7,418 39	11,690 98
"	1877						7,388 68	10,053 61
"	1878						7,430 11	4,449 78
"	1879						7,517 20	3,549 71
"	1880						7,590 15	3,999 77
"	1881						7,572 35	5,020 73
"	1882						7,589 44	7,447 69
"	1883				13 19		7,423 48	7,299 39
"	1884				2,473 44		7,757 04	7,349 37
"	1885		70,764 07	32,473 05	103,237 12		7,696 67	8,198 03
"	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
"	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
"	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
"	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 61
"	1890		126,417 42	12,660 95	139,078 37		8,954 53	8,191 69
"	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
"	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
"	1893		154,524 01	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
"	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
"	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37
Carried forward.		2,853 76	1,250,620 93	1,209,681 73	3,786,298 59	20,883 86	210,337 70	195,327 20

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c. *Continued.*

WILLIAMSBURG CANALS *Continued.*

Year ending June 30.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
	Total.						
	Parran's Point.	Galops.	Rapide Plat.				
	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.
Brought forward	2,853 76	1,250,620 93	1,209,681 73	3,786,298 59	20,883 86	210,337 70	195,327 20
Government expenditure since Confederation	1896	1,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,036 00
"	1897		262,795 78	205,480 55	468,274 33	3,880 76	8,210 71
"	1898	231,321 44	734,492 07	116,072 55	1,081,886 06		8,032 81
"	1899	316,956 51	987,186 44	57,869 18	1,392,012 16	7,110 00	10,000 0
"	1900	100,531 64	752,799 27	14,298 74	867,632 65	4,137 04	10,897 79
"	1901	111,158 39	390,112 78	76,501 57	577,772 74		11,755 09
"	1902	42,209 89	421,945 81	137,818 22	601,973 92		13,673 26
"	1903	10,266 92	320,351 92	18,183 34	349,105 18		20,092 79
"	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	19,430 05
"	1905	8,108 99	292,337 29	8,109 98	8,209 63	5,573 69	21,492 46
"	1906		140,920 65		308,556 26	20,493 00	16,118 66
Total		877,090 57	5,960,844 40	2,157,487 09	*10,326,773 68	72,964 24	344,096 85

* Original construction \$ 1,320,655 54
Cost of enlargement 9,006,118 32

Total \$10,326,773 86

Included in total cost of St. Lawrence River and Canals, page 9.

DEPARTMENT OF RAILWAYS AND CANALS, S. LEONARD SHANNON,
OTTAWA, September 30, 1906 *Accountant.*

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WELLAND CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		222,220 00			
Government expenditure prior to Confederation.....		7,416,019 83			
" since "	1868	12,097 84		37,679 05	38,852 96
" " "	1869	43,486 36		39,060 61	50,773 03
" " "	1870		22,173 72	40,340 45	65,009 19
" " "	1871		48,569 10	42,383 33	53,381 02
" " "	1872	53,680 32	6,022 44	37,085 37	50,276 90
" " "	1873	82,282 20	47,876 27	45,382 99	66,550 73
" " "	1874	746,420 61		50,966 48	103,666 99
" " "	1875	1,047,119 91		52,595 00	88,539 99
" " "	1876	1,569,478 19	700 00	57,623 31	81,376 12
" " "	1877	2,199,962 61		59,963 47	49,783 93
" " "	1878	2,138,392 99		60,138 59	66,393 53
" " "	1879	1,552,697 41		59,912 23	56,755 57
" " "	1880	1,252,924 75		63,198 10	76,535 25
" " "	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " "	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " "	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " "	1884	432,336 21		113,276 87	90,926 97
" " "	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " "	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " "	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " "	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " "	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " "	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " "	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " "	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " "	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " "	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " "	1898		34,803 25	84,806 54	59,571 66
" " "	1899		30,099 84	86,110 88	56,270 60
" " "	1900	18,167 29	37,164 84	84,888 36	59,507 64
" " "	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " "	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " "	1903	315,819 49	94,127 21	90,684 05	72,004 59
" " "	1904	555,751 00	31,140 58	91,115 35	85,717 88
" " "	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " "	1906	715,198 24	28,799 66	107,932 96	78,704 93
Total	*	26,795,564 37	859,093 90	3,165,388 16	2,731,373 99

* Total expenditure as above.....\$ 26,795,564 37
 Les expenditure by Imperial Government..... 222,220 00

Agreeing with Public Accounts Balance Sheet, 1906, page 4....\$ 26,573,344 37

Original cost of construction, including first enlargement..... \$ 7,693,824 03
 Enlargement, including new Welland Canal 19,101,740 34

Total expenditure as above.....\$ 26,795,564 37

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

ST. ANNE'S LOCK AND CANAL.

				Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					134,456 51			
"	since	"	1868				778 16	432 47
"	"	"	1869				1,062 96	1,873 51
"	"	"	1870				1,136 54	1,280 36
"	"	"	1871				1,285 84	1,539 02
"	"	"	1872			1,939 46	1,106 80	1,393 63
"	"	"	1873			540 11	2,199 64	1,264 40
"	"	"	1874		12,753 27		2,614 90	7,208 63
"	"	"	1875		32,627 71		1,859 20	4,506 68
"	"	"	1876		24,935 85		1,952 14	4,033 72
"	"	"	1877		30,003 08		1,982 65	1,756 93
"	"	"	1878		14,618 85		2,057 32	541 95
"	"	"	1879		22,113 02		2,202 03	3,259 70
"	"	"	1880		3,054 68		2,152 57	1,704 71
"	"	"	1881		69,042 76		2,553 02	3,257 92
"	"	"	1882		193,158 36		2,611 30	2,343 99
"	"	"	1883		172,959 95		2,569 86	3,448 83
"	"	"	1884		142,006 25		2,775 32	2,725 49
"	"	"	1885		93,679 57		2,618 60	4,042 04
"	"	"	1886		129,681 67		2,611 90	5,803 01
"	"	"	1887		45,276 08	6,054 10	2,537 41	1,499 96
"	"	"	1888		18,910 55	1,372 59	2,505 61	1,380 75
"	"	"	1889		24,786 33		2,569 22	1,730 79
"	"	"	1890		6,151 14		2,571 04	1,525 51
"	"	"	1891			8,173 69	2,505 69	1,503 56
"	"	"	1892			25,471 61	2,571 28	1,666 21
"	"	"	1893			6,521 88	2,581 08	2,800 03
"	"	"	1894			3,497 56	2,640 00	2,799 63
"	"	"	1895			3,694 33	2,508 14	3,025 91
"	"	"	1896				2,495 54	4,993 89
"	"	"	1897				2,357 51	1,688 12
"	"	"	1898				1,904 10	1,699 44
"	"	"	1899				1,920 12	1,997 96
"	"	"	1900				1,840 51	2,679 21
"	"	"	1901				1,895 89	3,999 02
"	"	"	1902				1,994 52	3,015 97
"	"	"	1903			1,984 39	2,072 17	4,684 42
"	"	"	1904				2,292 94	2,244 13
"	"	"	1905				2,151 01	6,091 44
"	"	"	1906				2,259 16	2,294 86
Total.....					*1,170,215 63	59,249 72	84,303 69	105,737 80

Included in total cost of Ottawa River Works, see page 19.

Original construction.....	\$ 134,456 51
Enlargement, including new lock	1,035,759 12
	<u>\$ 1,170,215 63</u>

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CARILLON AND GRENVILLE CANAL.

	Year ending June 30.	Capital.	Renewals, Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.		*			
Government expenditure prior to Confederation		63,053 64			
" since " ..	1868		19,817 22	6,301 88	8,911 28
" " " ..	1869			6,549 38	10,157 42
" " " ..	1870		4,167 96	6,617 81	9,852 09
" " " ..	1871		23,119 37	8,676 90	8,218 24
" " " ..	1872	165,257 28		8,324 51	17,235 31
" " " ..	1873	133,199 10	3,051 38	10,068 28	8,781 50
" " " ..	1874	245,258 38		10,710 88	10,605 82
" " " ..	1875	339,864 76		10,378 57	18,520 44
" " " ..	1876	326,203 16		10,764 38	11,475 96
" " " ..	1877	245,738 04		11,050 27	10,304 06
" " " ..	1878	22,676 20		11,401 30	5,082 72
" " " ..	1879	243,141 24		11,501 22	7,629 98
" " " ..	1880	281,514 27		11,959 14	7,625 54
" " " ..	1881	336,707 53		13,059 18	8,076 91
" " " ..	1882	433,084 39		14,387 49	7,582 68
" " " ..	1883	433,575 10		17,479 58	8,310 02
" " " ..	1884	399,267 16		17,393 91	7,918 42
" " " ..	1885	157,187 72		19,702 30	10,429 26
" " " ..	1886	104,973 24	75 00	20,597 82	9,303 31
" " " ..	1887	20,747 11		20,011 36	10,554 41
" " " ..	1888	38,996 29		21,531 12	10,036 62
" " " ..	1889	298 17		22,098 88	10,135 66
" " " ..	1890	17 58	4,526 61	15,896 16	7,582 38
" " " ..	1891		4,395 25	21,230 22	10,796 68
" " " ..	1892	34,585 64	15,036 48	17,458 69	8,620 15
" " " ..	1893	207 00	42,298 74	16,762 71	10,669 28
" " " ..	1894	385 55	20,034 94	14,144 98	11,620 09
" " " ..	1895		5,963 76	15,453 21	12,303 25
" " " ..	1896	3,850 31		13,995 69	12,161 10
" " " ..	1897	1,908 44	4,939 20	13,780 29	11,607 95
" " " ..	1898	82,663 37	5,082 03	11,697 81	10,993 61
" " " ..	1899	39,999 37		11,919 27	11,478 88
" " " ..	1900	22,802 27	4,476 50	13,657 06	14,666 71
" " " ..	1901	4,930 65	9,331 95	13,342 22	13,416 00
" " " ..	1902		16,998 69	13,725 99	19,366 30
" " " ..	1903		15,992 52	14,348 17	17,766 28
" " " ..	1904		9,150 07	16,224 94	17,262 29
" " " ..	1905		8,715 46	15,858 19	19,977 19
" " " ..	1906		24,179 33	18,232 71	10,924 72
Total.....		†4,182,092 96	241,352 46	548,294 47	437,960 51

* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, see page 19, cost of enlargement, \$4,119,039.32.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

CULBUTE LOCK AND DAM.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868				
"	1869				
"	1870				
"	1871				
"	1872				
"	1873		835 53		
"	1874		38,388 99		
"	1875	63,659 29			
"	1876	76,842 44			
"	1877	56,081 87			
"	1878	5,933 53			
"	1879	20,694 19			
"	1880	16,688 20		202 50	259 31
"	1881	4,721 62		962 85	
"	1882	29,567 15		790 00	162 33
"	1883	14,249 60		695 00	288 99
"	1884	8,151 16		733 50	
"	1885	19,071 76		730 00	572 75
"	1886	26,385 27		730 00	2,396 14
"	1887	7,760 88		730 00	967 33
"	1888	7,573 99		739 50	730 60
"	1889	17,112 01		1,050 00	116 53
"	1890	2,818 35		747 83	
"	1891	2,183 15	9,122 05	745 25	499 91
"	1892		1,546 25	736 00	
"	1893		1,420 65	749 00	13 55
"	1894		2,540 14	730 00	494 43
"	1895		1,475 26	436 05	434 28
"	1896				
"	1897				
"	1898				100 00
"	1899				
"	1900	3,085 00			
"	1901	197 00			
"	1902		1,135 00		
"	1903				
"	1904		2,204 50		
"	1905		2,255 00		
"	1906				
Total.....		*382,776 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, see page 19.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*
 Rideau Canal.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ c.	\$ c.	\$ c.	\$ c.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation.....		153,062 60			
" since " .. 1868		166 50	7,298 12	18,397 28	16,475 21
" " " .. 1869				19,250 71	13,140 77
" " " .. 1870			13 16	20,022 37	19,469 33
" " " .. 1871			11,732 98	22,814 58	18,120 52
" " " .. 1872			4,967 50	22,139 48	14,005 32
" " " .. 1873			18,070 97	22,841 51	26,074 49
" " " .. 1874			5,793 16	26,815 44	22,957 40
" " " .. 1875		9,310 85		26,553 37	19,699 81
" " " .. 1876		2,163 96		26,430 77	14,428 25
" " " .. 1877		214 11		25,959 56	14,198 18
" " " .. 1878				26,651 51	11,034 22
" " " .. 1879		7,703 88		26,042 52	7,134 55
" " " .. 1880				26,463 88	11,434 05
" " " .. 1881			133 50	26,024 71	8,627 00
" " " .. 1882				26,915 29	13,860 28
" " " .. 1883			70 65	27 322 81	23,524 84
" " " .. 1884			4,597 50	26,938 95	19,245 02
" " " .. 1885			2,098 76	26,971 32	18,189 55
" " " .. 1886			550 00	27,045 95	35,648 04
" " " .. 1887			20,823 96	29,440 46	18,565 34
" " " .. 1888			18,889 48	33,458 83	25,478 87
" " " .. 1889			6,665 22	33,801 77	18,106 36
" " " .. 1890			21,124 10	34,270 57	18,025 21
" " " .. 1891			20,967 25	34,641 98	21,537 56
" " " .. 1892			31,363 23	35,500 82	21,507 16
" " " .. 1893			24,274 71	35,022 49	18,789 50
" " " .. 1894			14,485 11	34,943 35	16,939 47
" " " .. 1895			31,559 48	33,827 08	19,897 32
" " " .. 1896			21,452 29	34,052 77	30,196 38
" " " .. 1897			19,079 11	31,461 55	29,535 94
" " " .. 1898			13,608 39	30,759 05	26,599 93
" " " .. 1899			700 29	30,751 20	28,199 49
" " " .. 1900			11,780 41	30,623 27	30,237 09
" " " .. 1901				31,334 40	33,791 17
" " " .. 1902			8,894 40	32,193 66	33,959 86
" " " .. 1903			16,235 13	34,595 31	36,424 23
" " " .. 1904			13,525 04	39,127 96	38,496 78
" " " .. 1905		1,565 84	14,513 35	40,838 81	49,790 55
" " " .. 1906			5,272 90	41,819 77	54,495 63
Total.....		*4,085,889 21	370,540 15	1,154,067 11	897,840 67

* Ottawa River Works.

Ste. Anne's Lock, page 16	\$ 1,170,215 63
Carillon and Grenville Canal, page 17	4,182,092 96
Culbute Canal, page 18.....	382,776 46
Rideau Canal, as above.....	\$ 4,085,889 21
Less expenditure by Imperial Government.....	3,911,701 47

174,187 74

Total Ottawa River Works (Capital).....	\$ 5,909,272 79
Add expenditure on slides and booms prior to Confederation.....	\$ 719,247 13
" " " since " ..	7,243 60
" on Chats Canals prior to Confederation....	482,950 81
" in 1881, charged to Miscellaneous, see page 229, part ii,	
Public Accounts.....	1,136 81
Add amount transferred, see page xxxvi, Public Accounts Balance Sheet,	
1881.....	233,555 85
	1,444,134 23
	\$ 7,353,407 02

Less expenditure prior to Confederation, transferred to Income Account.....	\$ 320,618 28
Less expenditure in 1872, on Carillon and Grenville Canal, as shown in	
Public Accounts Balance Sheet, page xx, under Miscellaneous....	165,257 28
	485,875 56
Agreeing with Balance Sheet, Public Accounts, 1906, page 4.....	\$ 6,867,531 46

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, September 30, 1906.

S. LEONARD SHANNON,
 Accountant.

6-7 EDWARD VII., 'A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

ST. OURS LOCK.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ c.	\$ c.	\$ c.	\$ c.
Government expenditure prior to Confederation		121,537 65			
" since	1868			1,532 75	753 74
"	1869			1,755 15	1,399 18
"	1870			1,458 09	1,006 22
"	1871			1,414 48	1,210 98
"	1872			1,565 80	1,263 19
"	1873			2,076 50	1,575 10
"	1874			2,219 13	2,363 42
"	1875			1,362 22	1,245 69
"	1876			1,403 92	1,601 71
"	1877			1,533 40	750 80
"	1878			1,556 65	283 77
"	1879			1,581 55	456 07
"	1880			1,614 01	705 54
"	1881			1,741 97	1,299 77
"	1882			2,002 71	1,902 41
"	1883		17,230 32	2,361 65	2,188 08
"	1884		5,279 17	2,315 37	1,494 99
"	1885		4,700 64	2,271 57	3,652 63
"	1886			2,311 70	4,143 47
"	1887			2,175 37	5,864 78
"	1888			2,216 04	2,801 17
"	1889		17,964 45	2,421 14	2,002 63
"	1890		24,571 96	2,138 40	1,935 44
"	1891		21,696 74	2,011 08	4,460 16
"	1892		3,585 34	2,168 44	1,944 33
"	1893			2,136 66	1,994 34
"	1894			2,216 68	924 55
"	1895			2,161 63	915 50
"	1896			2,094 91	1,678 49
"	1897			2,135 60	707 06
"	1898			2,049 67	692 04
"	1899			2,244 12	1,494 93
"	1900		1,596 88	2,181 43	2,681 10
"	1901		3,610 06	2,128 25	1,681 44
"	1902		15,549 27	2,262 39	984 36
"	1903		9,344 89	2,288 63	1,671 83
"	1904		7,984 41	2,334 67	1,690 61
"	1905		14,900 90	2,479 66	1,716 35
"	1906		7,307 39	2,582 95	3,872 75
Total		*121,537 65	155,322 42	78,506 34	71,010 62

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 21.

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amount expended on Construction, Renewals, &c.—*Con.*
CHAMBLY CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ c.	\$ c.	\$ c.	\$ c.
Government expenditure prior to Confederation		634,711 76			
" since "	1868			8,312 90	9,355 70
" " "	1869			8,437 22	13,120 97
" " "	1870			8,934 41	20,180 73
" " "	1871		2,839 85	10,214 71	22,426 33
" " "	1872		1,906 40	9,628 50	22,327 99
" " "	1873		759 00	10,390 44	11,789 27
" " "	1874		2,810 00	11,675 67	16,427 19
" " "	1875	2,415 00		12,201 99	16,306 91
" " "	1876			10,593 14	13,273 56
" " "	1877	80 00		10,281 78	10,111 32
" " "	1878			10,413 99	6,022 96
" " "	1879			11,301 53	8,809 77
" " "	1880			11,516 22	12,377 74
" " "	1881			13,950 47	20,705 17
" " "	1882		31,796 41	16,686 78	16,843 60
" " "	1883		21,332 36	15,904 38	15,182 24
" " "	1884		41,640 77	18,448 85	12,003 34
" " "	1885		21,049 23	18,378 55	13,046 95
" " "	1886		14,547 27	19,501 28	11,999 77
" " "	1887		17,911 17	19,053 62	20,071 37
" " "	1888		65,536 64	20,073 60	11,823 74
" " "	1889		51,437 87	19,679 22	19,392 18
" " "	1890		23,221 48	19,655 38	14,399 93
" " "	1891		43,344 41	19,204 76	11,399 93
" " "	1892		38,353 99	19,665 22	12,976 48
" " "	1893		21,127 65	19,310 29	12,451 03
" " "	1894		8,567 78	19,040 93	11,920 74
" " "	1895		6,147 63	19,325 49	11,779 12
" " "	1896		3,694 63	19,349 65	11,801 12
" " "	1897		12,665 88	18,754 17	13,128 55
" " "	1898		13,184 68	17,992 90	12,466 51
" " "	1899		15,255 42	18,336 50	11,997 51
" " "	1900		5,448 88	18,397 58	13,995 00
" " "	1901		1,195 09	18,529 48	17,572 35
" " "	1902		19,132 80	18,832 25	17,313 02
" " "	1903		8,977 43	19,286 10	21,745 65
" " "	1904		26,701 59	21,544 69	25,656 00
" " "	1905		33,066 50	26,970 79	19,896 57
" " "	1906		26,192 72	26,039 53	25,173 48
Less proceeds of sale of piece of land..		637,206 76 150 00			
Total		*637,056 76	579,845 53	635,814 96	589,271 79

* Chambly Canal and River Richelieu.
Chambly Canal, as above. \$ 637,056 76
St. Ours Lock, see page 20. 121,537 65
\$ 758,594 41
Less amount deducted at Confederation, see
Public Accounts, 1868, part i, page 9.
Government expenditure prior to Confederation,
Chambly Canal, as above. \$ 634,711 76
St. Ours Lock, see page 20. 121,537 65
\$ 756,249 41
Returned as an asset in Public Accounts, 1868. 433,807 83
322,441 58
Agreeing with Public Accounts, 1906, page 4. \$ 436,152 83

S. LEONARD SHANNON.
Accountant.
DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

MURRAY CANAL.

				Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation								
	since			1868		400 00		
"	"	"		1869				
"	"	"		1870				
"	"	"		1871				
"	"	"		1872				
"	"	"		1873				
"	"	"		1874				
"	"	"		1875				
"	"	"		1876				
"	"	"		1877				
"	"	"		1878				
"	"	"		1879				
"	"	"		1880				
"	"	"		1881				
"	"	"		1882	7,135 63			
"	"	"		1883	84,071 68			
"	"	"		1884	118,187 43			
"	"	"		1885	148,902 66			
"	"	"		1886	179,704 52			
"	"	"		1887	142,563 66			
"	"	"		1888	146,754 37			
"	"	"		1889	215 326 46			
"	"	"		1890	106,760 35		494 31	
"	"	"		1891	61,260 49		5,137 03	173 53
"	"	"		1892	5,964 22		5,803 48	3,505 15
"	"	"		1893	30,838 79		5,499 62	5,341 34
"	"	"		1894			5,667 52	5,295 57
"	"	"		1895			5,354 97	5,063 49
"	"	"		1896			5,409 10	5,410 33
"	"	"		1897			5,526 87	3,966 41
"	"	"		1898			5,799 94	4,710 23
"	"	"		1899			5,073 70	3,533 68
"	"	"		1900			5,613 83	2,777 60
"	"	"		1901			5,175 74	1,138 15
"	"	"		1902			5,254 51	6,377 19
"	"	"		1903	500 00		5,757 00	4,627 70
"	"	"		1904	750 00	2,521 13	5,291 43	6,075 94
"	"	"		1905	100 00	740 45	5,346 62	4,452 68
"	"	"		1906		293 75	5,183 61	2,840 91
Total.....					*1,248,820 26	3,955 33	87,389 28	65,289 90

* Agreeing with Public Accounts Balance Sheet, 1906, page 4.

S. LEONARD SHANNON,
Accountant,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

TRENT CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		309,371 31			
" since	1868				
"	1869				
"	1870				
"	1871				
"	1872				
"	1873				
"	1874				
"	1875				
"	1876				
"	1877				
"	1878				
"	1879				
"	1880	561 50		1,188 92	3,568 89
"	1881			2,489 93	2,233 50
"	1882		5,836 51	2,011 92	8,115 50
"	1883	40,767 16	9,303 66	2,235 50	3,047 42
"	1884	120,393 91	6,198 57	2,208 64	5,264 35
"	1885	121,382 84		3,303 87	4,653 50
"	1886	75,103 30		1,639 75	5,917 88
"	1887	179,541 63		1,938 08	6,008 88
"	1888	114,879 35		1,770 29	5,151 42
"	1889	47,592 13	29,677 92	3,242 05	5,935 94
"	1890	58,644 50	11,522 65	3,450 99	730 55
"	1891	9,826 49	3,164 81	3,803 66	4,888 98
"	1892	4,457 28	6,506 97	3,695 85	4,721 85
"	1893	5,962 47	10,838 90	3,739 86	2,087 17
"	1894	3,412 32	20,403 93	3,785 47	4,988 59
"	1895	53,907 70	21,143 41	4,184 18	3,374 49
"	1896	392,976 08	6,185 75	4,349 34	3,329 97
"	1897	486,575 70	13,880 37	4,965 39	3,497 90
"	1898	351,273 31	8,991 54	5,034 60	4,998 80
"	1899	166,611 49	6,179 79	5,048 72	6,454 49
"	1900	334,583 01	8,043 39	5,131 52	9,989 26
"	1901	284,503 89	10,494 82	5,254 51	13,075 89
"	1902	449,075 45	26,165 93	5,575 52	14,984 88
"	1903	523,950 74	18,548 58	6,993 25	10,791 15
"	1904	489,038 44	21,228 55	7,237 05	21,179 12
"	1905	333,261 75	36,853 28	12,071 88	26,056 78
"	1906	319,789 49	26,030 36	17,440 68	33,398 85
Total		*5,277,443 24	307,199 69	123,791 42	218,446 00

* Total expenditure on Capital Account as above..... \$5,277,443 24
LESS—Expenditure prior to Confederation.....\$ 309,371 31
" Year 1880. 561 50
309,932 81

Agreeing with Public Accounts Balance Sheet, 1906, page 4.....\$4 967,510 43

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

TAY CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882		748 65		
" " " "	1883	4,831 80			
" " " "	1884	50,878 12			
" " " "	1885	92,473 97			
" " " "	1886	65,561 51			
" " " "	1887	49,617 92			
" " " "	1888	54,166 57			
" " " "	1889	89,486 18			
" " " "	1890	22,226 23		*	*
" " " "	1891	17,114 78		*	*
" " " "	1892	29,771 65		*	*
" " " "	1893			*	*
" " " "	1894			*	*
" " " "	1895			*	*
" " " "	1896			*	*
" " " "	1897	10,720 50		*	*
" " " "	1898			*	*
" " " "	1899			*	*
" " " "	1900	2,750 00		*	*
" " " "	1901			*	*
" " " "	1902			*	*
" " " "	1903			*	*
" " " "	1904			*	*
" " " "	1905			*	*
" " " "	1906			*	*
Total.		†489,599 23	748 65	*	*

* Included in Rideau Canal.
† Agreeing with Public Accounts, 1906, page 4.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

SAULT STE. MARIE CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868	.....	.....	.....	.....
" " " "	1869	.....	.....	.....	.....
" " " "	1870	.....	.....	.....	.....
" " " "	1871	.....	.....	.....	.....
" " " "	1872	.....	949 35	.....	.....
" " " "	1873	.....	.....	.....	.....
" " " "	1874	.....	.....	.....	.....
" " " "	1875	.....	.....	.....	.....
" " " "	1876	.....	.....	.....	.....
" " " "	1877	.....	.....	.....	.....
" " " "	1878	.....	.....	.....	.....
" " " "	1879	.....	.....	.....	.....
" " " "	1880	.....	.....	.....	.....
" " " "	1881	.....	.....	.....	.....
" " " "	1882	.....	.....	.....	.....
" " " "	1883	.....	.....	.....	.....
" " " "	1884	.....	.....	.....	.....
" " " "	1885	.....	.....	.....	.....
" " " "	1886	.....	.....	.....	.....
" " " "	1887	.....	.....	.....	.....
" " " "	1888	8,145 06	.....	.....	.....
" " " "	1889	34,018 95	.....	.....	.....
" " " "	1890	176,568 55	.....	.....	.....
" " " "	1891	325,336 33	.....	.....	.....
" " " "	1892	341,474 31	.....	.....	.....
" " " "	1893	589,801 25	.....	.....	.....
" " " "	1894	1,316,529 29	.....	.....	.....
" " " "	1895	466,151 50	.....	3,432 73	.....
" " " "	1896	189,986 59	.....	16,074 70	2,650 17
" " " "	1897	209,561 82	.....	15,381 59	7,671 79
" " " "	1898	21,004 56	.....	14,389 92	8,172 09
" " " "	1899	63,935 48	.....	13,840 24	6,564 40
" " " "	1900	27,157 98	.....	13,901 40	13,219 87
" " " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " " "	1902	122,505 73	.....	15,920 80	14,839 71
" " " "	1903	65,933 43	.....	16,077 22	10,855 70
" " " "	1904	32,029 54	.....	14,653 35	9,491 44
" " " "	1905	110,181 69	.....	15,681 55	14,776 33
" " " "	1906	120,000 00	.....	15,878 11	20,086 15
Total		*4 543,675 99	997 74	168,962 54	118,616 83

* Agreeing with Public Accounts, 1906, page 4.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

SOULANGES CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$. cts.	\$. cts.	\$. cts.	\$. cts.
Government expenditure prior to Confederation					
" since	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882				
" " "	1883				
" " "	1884				
" " "	1885				
" " "	1886				
" " "	1887				
" " "	1888				
" " "	1889				
" " "	1890				
" " "	1891				
" " "	1892	54,235 76			
" " "	1893	210,336 24			
" " "	1894	723,380 95			
" " "	1895	752,016 53			
" " "	1896	535,939 07			
" " "	1897	363,126 06			
" " "	1898	1,016,401 00			
" " "	1899	1,442,824 22			
" " "	1900	693,806 24		6,711 84	5,000 00
" " "	1901	462,626 36	115 00	25,154 78	5,888 77
" " "	1902	235,021 79		22,672 50	2,267 13
" " "	1903	248,929 10		31,987 06	10,362 23
" " "	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " "	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " "	1906	5,000 22	16,033 79	24,817 37	17,096 33
Total.....		*6,891,174 70	62,163 73	162,011 29	101,171 31

* Included in total cost of St. Lawrence River and Canals, see part i, page 9.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to
June 30, 1906.

Canal.	Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Pierre.....	648,547 14		648,547 14
Lachine.....	2,589,532 85	8,989,377 08	11,578,909 93
Beauharnois.....	1,636,690 26		1,636,690 26
St. Lawrence River and Canals	18,442 85	3,218,519 61	3,236,962 46
Lake St. Louis.....		298,176 11	298,176 11
Lake St. Francis.....		75,906 71	75,906 71
Cornwall.....	1,945,624 73	5,273,441 94	7,219,066 67
Williamsburg. { Farran's Point		877,090 57	10,326,773 86
Galops.		5,960,844 40	
Rapide Plat.....		2,157,487 09	
Williamsburg	1,320,655 54	10,696 26	
Welland.....	7,693,824 03	19,101,740 34	26,795,564 37
St. Anne's.....	134,456 51	1,035,759 12	1,170,215 63
*Carillon and Grenville.....	63,053 64	4,119,039 32	4,182,092 96
Culbute.....	382,776 46		382,776 46
Rideau	4,085,889 21		4,085,889 21
St. Ours.....	121,537 65		121,537 65
Chambly.....	637,056 76		637,056 76
Murray.....	1,248,820 26		1,248,820 26
Trent.....	5,277,443 24		5,277,443 24
Tay	489,599 23		489,599 23
Sault Ste. Marie.....	4,543,675 99		4,543,675 99
Soulanges.....	6,891,174 70		6,891,174 70
Total ..	39,728,801 05	51,118,078 55	90,846,879 60

* Construction by Imperial Government not included, records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

HYDRAULIC AND OTHER RENTS.

Balances due July 1.	Accrued during the Year ended June 30.	Totals.	1905-1906.	Abatement.	Deposited to the credit of the Receiver General.	Balances due June 30.	Totals.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
49,413 35	36,959 64	86,372 99	Welland canal.....	1,150 05	23,429 50	61,793 44	86,372 99
2,529 67	1,672 00	4,201 67	Williamsburg canal.....	.....	898 00	3,303 67	4,201 67
7,230 62	7,697 50	14,928 12	Cornwall canal.....	.....	7,013 75	7,914 37	14,928 12
13,092 34	4,356 50	17,448 84	Beauharnois canal.....	.....	6,183 00	11,265 84	17,448 84
35,883 11	54,052 27	89,935 38	Lachine canal.....	637 50	54,399 73	34,898 15	89,935 38
550 84	186 00	736 84	Chambly canal.....	.....	162 00	574 84	736 84
3,989 76	4,038 35	8,028 11	Rideau canal.....	1,840 23	3,451 80	2,736 08	8,028 11
433 95	3,058 04	3,491 99	Trent Valley canal.....	10 00	2,144 54	1,337 45	3,491 99
25 00	500 00	525 00	Sault Ste. Marie canal.....	.....	495 00	30 00	525 00
20,533 83	5,495 00	26,028 83	Carillon and Grenville canal.....	.....	487 00	25,541 83	26,028 83
4 00	38 00	42 00	Sundry canals.....	.....	37 00	5 00	42 00
.....	3,016 00	3,016 00	Soulanges canal.....	.....	3,016 00	.....	3,016 00
183,686 47	121,069 30	254,755 77	Totals.....	3,637 78	101,717 32	149,400 67	254,755 77

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

REVENUE STATEMENT.

CANAL REVENUE.				Total.	COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Total.	Cost of Staff, Repairs and Statistical Offices chargeable to Revenue.
Tolls.	Wharfage, and Storage, Dry Dock and Fines, &c.	Fines.	Other Receipts.			On Account Canal Revenue.	On Account On Account Hydraulic Rents.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	22 18	.....	.....	.....	<i>Welland Canal</i>	22 18	1,318 00	1,340 18	193,599 69
.....	298 08	.....	.....	22,409 58	Port Colborne	298 08	22,111 50	22,409 58	2,540 03
.....	320 26	.....	.....	23,749 76	Port Dalhousie				2,200 25
.....		.....	.....		..... Totals.	320 26	23,429 50	23,749 76	198,339 97
.....	30 00	.....	.....	.....	<i>St. Lawrence Canals</i>	30 00	3,016 00	3,046 00	360,729 32
.....	35 00	.....	.....	6,183 00	O'teau Landing		6,183 00	6,183 00	1,486 35
.....	938 19	.....	.....	7,048 75	Beauharnois	35 00	7,013 75	7,048 75	1,680 40
.....	4,678 86	.....	.....	898 00	Cornwall		898 00	898 00	1,030 08
.....		.....	.....	1,208 19	Cardinal	938 19	270 00	1,208 19	2,171 99
.....		.....	.....	58,808 59	Lachine	4,678 86	54,129 73	58,808 59	6,438 82
.....		.....	.....		Montreal				716 75
.....		.....	.....		Kingston				
.....	5,682 05	.....	.....	77,192 53	..... Totals.	5,682 05	71,510 48	77,192 53	374,253 71
.....		.....	.....	.....	<i>Chambly Canal.</i>				58,497 61
.....		.....	.....	50 00	Chambly		50 00	50 00	619 27
.....		.....	.....	112 00	St. John's		112 00	112 00	1,542 81
.....		.....	.....	.....	St. Ours				626 60
.....		.....	.....	162 00	..... Totals.		162 00	162 00	61,286 29
.....		.....	.....	.....	<i>Ottawa Canals</i>				34,726 65
.....		.....	.....	.....	Ottawa				
.....		.....	.....	458 00	Grenville		458 00	458 00	476 69
.....		.....	.....	29 00	Carillon		29 00	29 00	824 18
.....		.....	.....	.....	St. Anne's Lock				812 48
.....		.....	.....	487 00	..... Totals.		487 00	487 00	36,840 00

[illegible]

S. LEONARD SHANNON,
Accountant.

6-7 EDWARD VII., A. 1907

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.)

	Year.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation		10,766,725 54			
" since " 	1868	483,353 65		359,961 08	420,752 58
" " " 	1869	282,615 18		387,548 47	455,022 76
" " " 	1870	1,729,381 49		445,208 75	471,245 09
" " " 	1871	2,916,782 13		442,993 31	565,713 52
" " " 	1872	5,131,141 51		595,076 22	622,900 56
" " " 	1873	5,201,450 37		1,011,892 60	703,458 26
" " " 	1874	3,614,898 81		1,847,175 24	893,430 17
" " " 	1875	3,426,099 55		1,532,589 62	861,593 43
" " " 	1876	1,108,321 59		1,277,197 79	848,861 46
" " " 	1877	1,318,352 19		1,661,673 55	1,154,445 35
" " " 	1878	408,816 74		1,811,273 56	1,378,946 78
" " " 	1879	226,639 19		2,010,183 22	1,294,099 69
" " " 	1880	2,048,014 60		1,607,956 70	1,520,310 45
" " " 	1881	608,732 80		1,780,353 53	1,777,856 76
" " " 	1882	585,568 79		2,080,592 37	2,100,315 85
" " " 	1883	1,616,632 96		2,383,477 20	2,395,034 99
" " " 	1884	1,405,377 52		2,366,719 95	2,376,666 19
" " " 	1885	1,195,363 08		2,460,229 87	2,392,605 00
" " " 	1886	544,958 17		2,508,473 10	2,406,858 88
" " " 	1887	823,070 86		2,854,158 91	2,621,337 41
" " " 	1888	742,203 09		3,300,481 94	2,937,337 40
" " " 	1889	655,228 13		3,174,785 19	2,923,736 46
" " " 	1890	365,246 48		3,500,455 80	2,958,243 38
" " " 	1891	79,929 34		3,691,273 65	3,007,630 51
" " " 	1892	168,101 70		3,458,891 39	2,978,950 82
" " " 	1893	228,984 79		3,062,207 45	3,099,815 20
" " " 	1894	166,362 43		2,999,317 07	3,020,485 74
" " " 	1895	327,034 51		2,964,940 98	2,979,795 59
" " " 	1896	259,105 23		3,029,304 08	2,994,201 93
" " " 	1897	145,142 00		2,936,789 71	2,906,631 25
" " " 	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " " 	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " " 	1900	1,796,348 29		4,444,296 25	4,599,423 14
" " " 	1901	3,633,836 57		5,477,285 30	5,019,497 76
" " " 	1902	4,621,841 05		5,590,939 57	5,720,990 50
" " " 	1903	2,254,256 68		6,214,496 38	6,366,884 53
" " " 	1904	†1,880,856 60		7,264,263 13	6,392,865 48
" " " 	1905	3,937,621 93		8,535,689 91	6,833,561 50
" " " 	1906	‡3,765,170 90		7,599,400 33	7,693,282 40
Total		*71,803,873 65	280,000 00	115,423,942 61	106,625,243 34

* Including \$296,672.90 charged to 'Consolidated Fund.'

† Expenditure for year..... \$ 1,894,856 90
Less refunds of previous years 14,000 30
\$ 1,880,856 60

‡ Expenditure for year... \$ 3,760,942 95
Add refunded cheque of 1901-02 paid during fiscal year
1905-6. 4,227 95
\$ 3,765,170 90

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 32..... \$71,803,873 65

Less amounts transferred from Capital to Consolidated Fund as follows :—

	Nova Scotia Ry.	European and North American Ry.	
1868.....	\$ 16,800 99	\$ 11,302 89	
1870.....	34,403 45	1,749 21	
1871.....	50,405 69	.....
1873.....	106,899 59	75,311 08	
	<hr/>	<hr/>	
	\$ 208,509 72	\$ 88,363 18	
		208,509 72	
		<hr/>	296,872 90
Cape Breton Railway, page 37.....			\$71,507,000 75
Oxford and New Glasgow Railway, page 36.....			3,860,679 14
Eastern Extension Railway, page 34.....			1,949,063 21
Montreal and European Short Line Railway, page 38.....			1,324,042 81
Drummond County Railway, page 42... .			333,942 72
Canada Eastern Railway, page 45.....			1,464,000 00
			800,000 00
			<hr/>
Total capital cost of Intercolonial Railway system.....			*\$81,238,728 63

*Agreeing with Public Accounts, 1905-6, page 4.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.				
" since	1868			
"	1869			
"	1870			
"	1871			
"	1872			
"	1873			
"	1874			
"	1875			
"	1876			
"	1877			
"	1878			
"	1879			
"	1880			
"	1881			
"	1882			
"	1883			
"	1884	1,284,311 97	10,033 77	30,767 66
"	1885	2,055 92	78,273 65	73,050 01
"	1886	183 79	94,756 06	66,893 11
"	1887		94,254 04	64,107 10
"	1888		90,954 73	70,552 20
"	1889	34,235 73	90,719 04	72,436 65
"	1890		79,102 77	84,658 95
"	1891	3,255 40	*	†
"	1892		*	†
"	1893		*	†
"	1894		*	†
"	1895		*	†
"	1896		*	†
"	1897		*	†
"	1898		*	†
"	1899		*	†
"	1900		*	†
"	1901		*	†
"	1902		*	†
"	1903		*	†
"	1904		*	†
"	1905		*	†
"	1906		*	†
Total		‡ 1,324,042 81	538,094 06	462,465 68

* Included in Intercolonial Railway expenses. † Included in Intercolonial Railway revenue.
‡ Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884			
" " "	1885			
" " "	1886	85,610 69		
" " "	1887	2,299 62		
" " "	1888	500 17		
" " "	1889			
" " "	1890			
" " "	1891			
" " "	1892			
" " "	1893			
" " "	1894			
" " "	1895			
" " "	1896			
" " "	1897			
" " "	1898			
" " "	1899			
" " "	1900			
" " "	1901			
" " "	1902			
" " "	1903			
" " "	1904			
" " "	1905			
" " "	1906			
Total.		*88,410 48		

* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of \$40,000, which sum was paid in March, 1893, to the Receiver General.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

Ottawa, September 30, 1906.

6-7 EDWARD VII., A. 1907

OXFORD AND NEW GLASGOW.

	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868	.....	.....
" since "	1869	.....	.....
" " "	1870	.....	.....
" " "	1871	.....	.....
" " "	1872	.....	.....
" " "	1873	.....	.....
" " "	1874	.....	.....
" " "	1875	.....	.....
" " "	1876	.....	.....
" " "	1877	.....	.....
" " "	1878	.....	.....
" " "	1879	.....	.....
" " "	1880	.....	.....
" " "	1881	.....	.....
" " "	1882	.....	.....
" " "	1883	.....	.....
" " "	1884	.....	.....
" " "	1885	.....	.....
" " "	1886	.....	.....
" " "	1887	.....	.....
" " "	1888	280,932 35	.....
" " "	1889	840,553 57	.....
" " "	1890	434,074 60	.....
" " "	1891	220,886 39	.....
" " "	1892	48,745 23	.....
" " "	1893	7,922 80	.....
" " "	1894	112,382 75	.....
" " "	1895	*	.....
" " "	1896	*	.....
" " "	1897	3,565 52	.....
" " "	1898	.....	.....
" " "	1899	.....	.....
" " "	1900	.....	.....
" " "	1901	.....	.....
" " "	1902	.....	.....
" " "	1903	.....	.....
" " "	1904	.....	.....
" " "	1905	.....	.....
" " "	1906	.....	.....
Total ... ..	.....	‡ 1,949,063 21	†

* Included in Intercolonial Railway Capital. † Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

CAPE BRETON RAILWAY.

				Year.	Capital.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
"	since	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887	76,501 89	
"	"	"		1888	689,450 50	
"	"	"		1889	1,083,276 60	
"	"	"		1890	1,170,523 62	
"	"	"		1891	521,441 62	
"	"	"		1892	99,936 96	
"	"	"		1893	59,982 74	
"	"	"		1894	158,770 61	
"	"	"		1895	*	
"	"	"		1896	*	
"	"	"		1897	405 00	
"	"	"		1898	389 60	
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
"	"	"		1906		
Total.....					\$3,860,679 14	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
§ Included in total cost of Intercolonial Railway system, see page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

			Year.	Construction.	Working Expenses.
				\$ cts.	\$ cts.
Government expenditure prior to Confederation.			1868		
"	since	"	1869		
"	"	"	1870		
"	"	"	1871		
"	"	"	1872		
"	"	"	1873		
"	"	"	1874		
"	"	"	1875		
"	"	"	1876		
"	"	"	1877		
"	"	"	1878		
"	"	"	1879		
"	"	"	1880		
"	"	"	1881		
"	"	"	1882		
"	"	"	1883		
"	"	"	1884		
"	"	"	1885	49,587 45	
"	"	"	1886	135,214 38	
"	"	"	1887	24,157 32	
"	"	"	1888	397 35	
"	"	"	1889		
"	"	"	1890		
"	"	"	1891	124,568 23	
"	"	"	1892		
"	"	"	1893		
"	"	"	1894	17 99	
"	"	"	1895		
"	"	"	1896		
"	"	"	1897		
"	"	"	1898		
"	"	"	1899		
"	"	"	1900		
"	"	"	1901		
"	"	"	1902		
"	"	"	1903		
"	"	"	1904		
"	"	"	1905		
"	"	"	1906		
Total.....				*333,942 72	

* Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.	1874	3,114,735 11		
" since "	1875		750 00	
" " "	1876	46,086 63	49,344 62	24,493 99
" " "	1877	42,546 10	219,930 43	118,060 96
" " "	1878	200,000 00	228,595 25	130,664 92
" " "	1879	6,551 86	221,599 49	135,899 60
" " "	1880	40,129 05	223,313 12	125,855 91
" " "	1881	16,539 82	164,640 55	113,851 11
" " "	1882		203,122 88	131,131 43
" " "	1883	402 03	228,259 97	137,267 54
" " "	1884	57,186 02	252,808 41	146,170 42
" " "	1885	130,663 38	236,428 13	144,504 12
" " "	1886	76,956 56	211,207 01	158,588 06
" " "	1887	4,668 33	216,744 34	155,584 36
" " "	1888	5,800 00	204,237 45	155,303 37
" " "	1889		229,639 95	158,363 62
" " "	1890		247,559 44	171,369 56
" " "	1891		266,485 85	160,971 78
" " "	1892		257,990 08	174,258 05
" " "	1893	8,300 49	289,706 38	157,442 69
" " "	1894		226,422 17	162,690 42
" " "	1895		226,891 06	158,533 83
" " "	1896		232,905 19	149,654 78
" " "	1897		225,138 56	146,476 54
" " "	1898		240,489 90	153,443 13
" " "	1899	17,541 88	231,418 74	158,950 61
" " "	1900	22,000 00	218,053 01	165,012 03
" " "	1901	53,546 02	220,931 81	174,738 73
" " "	1902	280,173 93	261,766 24	193,883 48
" " "	1903	475,997 94	270,159 97	197,999 93
" " "	1904	829,414 18	259,637 82	217,714 24
" " "	1905	698,877 47	335,695 44	234,390 03
" " "	1906	591,412 65	370,464 44	217,330 61
" " "	1906	496,124 89	294,253 16	257,270 57
Total.....		*7,215,654 34	7,566,590 86	5,087,870 42

* Agrees with Public Accounts Balance Sheet, 1905-1906, page 4.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 30, 1906.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of \$25,000,000.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation...				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871	30,148 32		
" " "	1872	489,428 16		
" " "	1873	561,818 44		
" " "	1874	310,224 88		
" " "	1875	1,546,241 67		
" " "	1876	3,346,567 06		
" " "	1877	1,691,149 97		
" " "	1878	2,228,373 13		
" " "	1879	2,240,285 47		
" " "	1880	4,044,522 72	78,892 01	104,975 69
" " "	1881	4,968,503 93	236,944 98	291,498 06
" " "	1882	(1) 4,589,075 79	1,786 20	
" " "	1883	(2) 10,033,800 04	266 09	
" " "	1884	(3) 11,192,722 02	327 02	
" " "	1885	(4) 9,900,281 53		
" " "	1886	(5) 3,672,584 81		
" " "	1887	(6) 915,057 49		
" " "	1888	52,098 65		
" " "	1889	86,716 07		
" " "	1890	40,980 54		
" " "	1891	37,367 00		
" " "	1892	66,211 39		
" " "	1893	413,836 49		
" " "	1894	146,539 87		
" " "	1895	49,209 77		
" " "	1896	65,669 49		
" " "	1897	14,054 50		
" " "	1898	692 17		
" " "	1899	8,418 53		
" " "	1900	236 11		
" " "	1901	8,978 87		
" " "	1902	448 70		
" " "	1903			
" " "	1904	33,076 39		
" " "	1905			
" " "	1906			
Total.....		*62,785,319 97	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1905-1906, page 8.

(1) Including.....	\$ 2,210,000 00	on account subsidy.
(2) "	5,323,076 60	"
(3) "	7,254,208 27	"
(4) "	6,862,201 00	"
(5) "	2,890,427 00	"
(6) "	460,087 13	"
	†\$25,000,000 00	

† See also Statement No. 3, page 50, for the expenditure.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

				Year.	Capital.	Income Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
"	since	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887		
"	"	"		1888		
"	"	"		1889	9,847 27	
"	"	"		1890	381,942 75	
"	"	"		1891	196,869 36	
"	"	"		1892	26,129 89	
"	"	"		1893	2,190 62	
"	"	"		1894	1,675 36	
"	"	"		1895	570 55	
"	"	"		1896		
"	"	"		1897	41,457 29	
"	"	"		1898		
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		8,381 82
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
"	"	"		1906		
Total					*660,683 09	8,381 82

* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868	.....	.....
" since "	1869
" "	1870
" "	1871
" "	1872
" "	1873
" "	1874
" "	1875
" "	1876
" "	1877
" "	1878
" "	1879
" "	1880
" "	1881
" "	1882
" "	1883
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" "	1888
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" "	1891
" "	1892
" "	1893
" "	1894
" "	1895
" "	1896
" "	1897
" "	1898
" "	1899
" "	1900	1,459,000 00
" "	1901
" "	1902	5,000 00
" "	1903	.....	.....
" "	1904	.....	.....
" "	1905	.....	.....
" "	1906	.....	.....
Total.....	.....	*1,464,000 00	.....

* Included in total costs of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.

(Stikine Teslin Railway.)

	Year.	Construction.
		\$ cts.
Government expenditure prior to Confederation.....	1868	
" since ".....	1869	
" " ".....	1870	
" " ".....	1871	
" " ".....	1872	
" " ".....	1873	
" " ".....	1874	
" " ".....	1875	
" " ".....	1876	
" " ".....	1877	
" " ".....	1878	
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" " ".....	1882	
" " ".....	1883	
" " ".....	1884	
" " ".....	1885	
" " ".....	1886	
" " ".....	1887	
" " ".....	1888	
" " ".....	1889	
" " ".....	1890	
" " ".....	1891	
" " ".....	1892	
" " ".....	1893	
" " ".....	1894	
" " ".....	1895	
" " ".....	1896	
" " ".....	1897	
" " ".....	1898	
" " ".....	1899	
" " ".....	1900	
" " ".....	1901	
" " ".....	1902	283,323 55
" " ".....	1903	
" " ".....	1904	
" " ".....	1905	
" " ".....	1906	
Total.		*283,323 55

* Agrees with Public Accounts Balance Sheet, 1905-1906, page 8.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENTS OF THE ACCOUNTANT.

National Transcontinental Railway.

				Year.	Construction.
					\$ cts.
Government expenditure prior to Confederation.....				1868	.....
" since	"			1869	.....
"	"	"		1870	.....
"	"	"		1871	.....
"	"	"		1872	.....
"	"	"		1873	.....
"	"	"		1874	.....
"	"	"		1875	.....
"	"	"		1876	.....
"	"	"		1877	.....
"	"	"		1878	.....
"	"	"		1879	.....
"	"	"		1880	.....
"	"	"		1881	.....
"	"	"		1882	.....
"	"	"		1883	.....
"	"	"		1884	.....
"	"	"		1885	.....
"	"	"		1886	.....
"	"	"		1887	.....
"	"	"		1888	.....
"	"	"		1889	.....
"	"	"		1890	.....
"	"	"		1891	.....
"	"	"		1892	.....
"	"	"		1893	.....
"	"	"		1894	.....
"	"	"		1895	.....
"	"	"		1896	.....
"	"	"		1897	.....
"	"	"		1898	.....
"	"	"		1899	.....
"	"	"		1900	.....
"	"	"		1901	.....
"	"	"		1902	.....
"	"	"		1903	.....
"	"	"		1904	6,249 40
"	"	"		1905	778,491 28
"	"	"		1906	1,841,269 95
Total.					*2,626,010 63

* Agrees with Public Accounts Balance Sheet, 1905-1906, page 8.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENTS OF THE ACCOUNTANT.

Canada Eastern Railway.

	Year.	Construction.
		\$ cts.
Government expenditure prior to Confederation.....		
" since ".....	1868	
" " ".....	1869	
" " ".....	1870	
" " ".....	1871	
" " ".....	1872	
" " ".....	1873	
" " ".....	1874	
" " ".....	1875	
" " ".....	1876	
" " ".....	1877	
" " ".....	1878	
" " ".....	1879	
" " ".....	1880	
" " ".....	1881	
" " ".....	1882	
" " ".....	1883	
" " ".....	1884	
" " ".....	1885	
" " ".....	1886	
" " ".....	1887	
" " ".....	1888	
" " ".....	1889	
" " ".....	1890	
" " ".....	1891	
" " ".....	1892	
" " ".....	1893	
" " ".....	1894	
" " ".....	1895	
" " ".....	1896	
" " ".....	1897	
" " ".....	1898	
" " ".....	1899	
" " ".....	1900	
" " ".....	1901	
" " ".....	1902	
" " ".....	1903	
" " ".....	1904	
" " ".....	1905	800,000 00
" " ".....	1906	
Total.....		* 800,000 00

* Included in total cost of Intercolonial Railway System, page 33.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

STATEMENT showing amount expended on Capital Account on Railways

Railways.				
	\$ cts.		\$ cts.	
Intercolonial.....	71,507,000	75		
Cape Breton.....	3,860,679	14		
Oxford and New Glasgow.....	1,949,063	21		
Eastern Extension.....	1,324,042	81		
Drummond County.....	1,464,000	00		
Montreal and European Short Line.....	333,942	72		
Canada Eastern	800,000	00		
			81,238,728	63
Carleton Branch.....			48,410	48
Prince Edward Island.....			7,215,654	34
Canadian Pacific... ..			62,785,319	97
Annapolis and Digby.....			660,683	09
Yukon Territory Works (Stikine-Teslin Ry.).....			283,323	55
National Transcontinental.....			2,626,010	63
Governor General's Car....			17,955	93
Total.			154,876,086	62
Memo. re Recapitulation—Railways.				
Total cost as per statement above.....			154,876,086	62
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 33.....			296,872	90
Agreeing with total of construction, as per statement, page 47.. .			155,172,959	52

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

RECAPITULATION—GOVERNMENT RAILWAYS.

	Year.	Construction.	Working Expenses.	Revenue.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	.....	13,881,460 65	.....	.....
" since "	1868	483,353 65	359,961 08	420,752 58
" " "	1869	282,615 18	387,548 47	455,022 76
" " "	1870	1,729,381 49	445,208 75	471,245 09
" " "	1871	2,946,930 45	442,993 31	565,713 52
" " "	1872	5,620,569 67	595,076 22	622,900 56
" " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " "	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " "	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " "	1894	585,749 01	3,226,208 13	3,179,019 57
" " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " "	1898	270,990 85	3,507,248 88	3,313,847 10
" " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " "	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " "	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
Total .....	.....	*155,212,959 52	123,865,523 80	112,571,053 19

* Total amount paid on construction..... \$155,212,959 52
Less amount received from the City of St. John, N.B., as purchase of the Carleton
 Branch Railway..... 40,000 00
Total cost of construction..... †\$155,172,959 52

† Agreeing with amount expended on Capital, see page 46.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of Railways and Canals.

Year ending June 30.	CHARGEABLE TO INCOME.			CHARGEABLE TO REVENUE.			Total, Yearly Expenditure
	Canals.	Railways.	General.	Canals.	Railways.	General.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1868.			6,305 66	12,000 00		2,416 66	20,722 32
1869.			8,367 52	12,000 00		1,000 00	21,367 52
1870.			7,853 03	18,698 89		7,679 78	34,231 70
1871.			34,773 72	12,018 98			46,792 70
1872.			20,049 50	12,208 76			32,258 26
1873.			36,891 74	12,099 44		6,889 20	55,880 38
1874.			40,098 84	12,959 25		5,428 98	58,487 07
1875.			35,579 24	12,047 43		5,620 17	53,246 84
1876.			42,920 10	86 08		5,690 28	48,696 46
1877.				51 87	43,639 97		43,691 84
1878.	1,860 00			556 00		34,388 59	36,804 59
1879.							
1880.	2,561 55			323 16			2,884 71
1881.	2,338 41			5,535 22			7,873 63
1882.				9,826 23			9,826 23
1883.	11,781 27			6,978 54			18,759 81
1884.	7,486 62	62,256 58		8,305 41			73,048 61
1885.	16,725 47	11,003 38		1,210 61			28,939 46
1886.	20,323 62	10,383 59		776 30			31,483 51
1887.	20,873 21	23,545 34		649 04			45,067 59
1888.	34,533 07	22,898 90		5,799 83			63,231 80
1889.	10,091 87	16,552 64		5,207 64			31,852 15
1890.	16,426 69	50,909 74		49,550 21			116,886 64
1891.	16,925 31	16,314 41		56,922 05			90,161 77
1892.	6,540 49	19,062 51		65,074 07			90,677 07
1893.	8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.	4,178 85	4,855 11	15,746 31	60,265 22			85,045 49
1895.	10,695 48	13,221 27	19,304 87	60,769 56			103,991 18
1896.	10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.	2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.	1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.	1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.	11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.	12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.	3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.	2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.	3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.	1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.	9,160 44	99,018 80	37,484 64	62,171 45			207,835 33
	253,390 45	723,689 96	635,728 70	1,204,612 22	45,039 97	69,711 05	2,932,172 35

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, September 30, 1906.

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RECAPITULATION—RAILWAYS AND CANALS, TO JUNE 30, 1906.

EXPENDITURE.

Chargeable to Capital Account—

Railways, <i>see</i> Statement page 46.....	\$154,876,086 62	
Canals " " " 28.....	90,846,879 60	
		\$ 245,722,966 22

Chargeable to Consolidated Fund—

* Railway Subsidies as per Statement No. 3, page 50.....	34,255,135 06	
----------------------------------------------------------	---------------	--

Income Account—

Intercolonial Railway. <i>see</i> page 32.....	\$ 280,000 00	
Add transferred from Capital " 33.....	296,872 90	
Railways " 48.....	723,689 96	
Canals " 28.....	4,324,657 77	
" " 48.....	253,390 45	
General, Railways and Canals " 48.....	635,728 70	
		6,514,339 78

Revenue Account—

Canals—Operating and maintaining Staff, <i>see</i> page 28..	\$ 9,901,481 37	
Canals—Repairs, <i>see</i> page 28.....	7,864,260 26	
" " 48.....	1,204,612 22	
Railways—Working Expenses, <i>see</i> page 47.....	123,865,523 80	
" " 48.....	45,039 97	
General—Railways and Canals " 48.....	69,711 05	
		142,950,628 67
		183,720,103 51

Total expenditure on Railways and Canals.....\$ 429,443,069 73

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

RAILWAYS.

Capital Account.....	\$ 154,876,086 62	
Consolidated Fund.....	159,466,261 69	
		314,342,348 31

CANALS.

Capital Account.....	\$ 90,846,879 60	
Consolidated Fund.....	23,548,402 07	
		114,395,281 67

(GENERAL, COMMON TO BOTH.

Consolidated Fund.....	705,439 75	
------------------------	------------	--

Total expenditure on Railways and Canals.....\$ 429,443,069 73

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to June 30, 1906, (for details <i>see</i> page 47)..<	\$ 112,571,053 19	
Canals " " " " " 28)..<	13,513,583 32	

Total Revenue, Railways and Canals.....\$ 126,084,636 51

* This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,683.09 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 granted by 47 Vic., ch. 8 (1884) for the line between Ottawa and Quebec, which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, *see* Public Accounts, 1898-94, page x.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

PART II

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

GENERAL MANAGER OF GOVERNMENT RAILWAYS AND
SUPERINTENDENTS OF CANALS

1905-1906

DEPARTMENT OF RAILWAYS AND CANALS.

LIST OF ANNUAL REPORTS UNDER THIS COVER.

1. M. J. Butler, Chief Engineer Railways and Canals, General Report.
2. D. Pottinger, General Manager Government Railways, I.C.R.
W. B. MacKenzie, Chief Engineer, I.C.R.
T. C. Burpee, Engineer of Maintenance, I.C.R.
G. R. Joughins, Superintendent of Motive Power, I.C.R.
T. Williams, Chief Accountant and Treasurer, I.C.R.
3. D. Pottinger, General Manager Government Railways, Windsor Branch.
T. C. Burpee, Engineer of Maintenance, Windsor Branch.
T. Williams, Chief Accountant and Treasurer, Windsor Branch.
4. D. Pottinger, General Manager Government Railways, P.E.I. Ry.
W. B. MacKenzie, Chief Engineer, P.E.I. Ry.
G. A. Sharp, Superintendent, P.E.I. Ry.
W. S. Poole, Mechanical Superintendent, P.E.I. Ry.
W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
5. E. Marceau, Superintending Engineer, Quebec Canals.
6. L. N. Rheume, St. Lawrence Canals.
7. W. A. Stewart, Superintendent of Operation, St. Lawrence Canals.
8. J. L. Weller, Superintending Engineer, Welland Canal.
9. F. B. Fripp, Engineer in Charge, Sault Ste. Marie.
10. J. C. Boyd, Superintendent, Sault Ste. Marie.
11. A. J. Grant, Superintending Engineer, Trent Canal.
12. A. T. Phillips, Superintending Engineer, Rideau Canal.
13. J. H. Devereaux, Lock Master, St. Peter's Canal.
14. J. H. McClellan, Superintendent, Trent Canal.
15. E. J. Walsh, Trent Canal Surveys.
16. C. Schreiber, C.M.G., Report on Western Division National Transcontinental Railway.

CHIEF ENGINEER'S REPORT.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, November 1, 1906.

SIR,—I have the honour to submit my annual report for the fiscal year ended June 30, 1906, covering, however, the works of construction up to October 1, 1906.

First.—The annual report of the General Manager of Government Railways, to which are attached the report of the Chief Engineer, the Engineer of Maintenance, the Mechanical Superintendent of the Intercolonial division and the reports of the Superintendent of the Prince Edward Island division, with statements of accounts prepared by the Accountants of these roads.

Second.—The annual reports of the Superintending Engineers of the several canals, and of the Superintendents of the Sault Ste. Marie canal, the St. Peter's canal, Trent and of the St. Lawrence canals. And the engineer in charge of the improvements to the entrance to the Sault Ste. Marie canal.

The following shows the length of the government railways in operation on June 30, 1906:—

INTERCOLONIAL RAILWAY.
MAIN LINE AND BRANCHES.

	MILES.
Halifax to Truro..	61·83
Dartmouth Branch..	12·38
Truro to Moncton..	124·03
Moncton to St. John..	89·36
Point du Chene Branch..	11·38
Moncton to Campbellton..	185·16
Campbellton to Ste. Flavie..	105·09
Indian Town Branch..	13·51
Ste. Flavie to Rivière du Loup..	83·28
Rivière Ouelle Branch..	6·25
Rivière du Loup to Point Lévis..	115·47
Hadlow to Chaudière Curve..	5·62
Chaudière to Ste. Rosalie..	115·95
St. Charles Junction to Chaudière Junction..	16·98
Nicolet Branch..	14·61
Dalhousie Branch..	7·00
Pictou to Oxford Junction..	69·10

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Brown's Point to Stellarton..	12.23
Junction near New Glasgow to Pictou Landing.. . . .	7.76
Pugwash Junction to Pugwash..	4.70
Truro to Mulgrave..	123.07
Point Tupper to Sydney..	91.48
North Sydney Branch..	4.38
Fredericton to Loggieville..	125.00
	<hr/>
	1,405.62

LEASED.

Length of main line from Point Lévis to Hadlow..	1.50
Chaudière Curve to Chaudière..	1.18
Ste. Rosalie Junction to Montreal..	37.62
	<hr/>
	40.30
	<hr/>
	1,445.92

FREIGHT BRANCHES AND Y'S OWNED.

Y's at Windsor Junction, Truro, Brown's Point, Oxford Junction, Painsec Junction, Moncton, Chaudière, Springhill Junction, Stellarton, Mulgrave, Nth. Sydney Junction, Newcastle, Rivière Ouelle, St. Charles Junction, St. Leonard Junction, Ste. Rosalie Junction.. . .	3.62
Switch near North Street to D.W.T., Halifax.. . .	.85
Halifax Cotton Factory..	2.10
Dartmouth Station to end of line..	2.29
Stewiacke Wharf Branch.. . . . .	.87
Sydney Station to Wharf.. . . . .	.90
North Sydney Station to Wharf.. . . . .	.78
Switch near Pictou Landing to Coal Wharf.. . .	.75
Pictou Station to Wharf.. . . . .	.15
Pictou Station to Copper Crown Smelter.. . . .	.72
Logan's Tannery Siding.. . . . .	.48
Pugwash Station to Wharf.. . . . .	.07
Sackville Wharf Branch.. . . . .	.47
Dorchester Wharf Branch..	1.00
Moncton Wharf Branch..	1.00
Courtney Bay Branch..	2.39
St. John Water Front Extension.. . . . .	.44
St. John Station to Deep Water Wharf.. . . .	.28
Newcastle Wharf Branch..	1.75
Dalhousie Station to Wharf Branch.. . . . .	.40
Campbellton Wharf Branch..43
Rimouski Wharf Branch..	2.00
Trois Pistoles Spur..	2.38

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Rivière du Loup Wharf Branch..	4.35
St. Pacome Spur..	1.27
Nicolet Station to Wharf..	2.05
Carmel Branch, Main Line to Village (estimated).	1.05
Blackville to Indian Town..	8.50
	<hr/> 43.34
	<hr/> 1,489.26

WINDSOR BRANCH.

Windsor Junction to Windsor..	32
---------------------------------------	----

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish..	166
Mount Stewart to Georgetown..	24
Charlottetown to Royalty Junction..	5
Emerald Junction to Cape Traverse..	13
Alberton to Cascumpec Wharf..	1
Charlottetown to Murray Harbour..	52.3
	<hr/> 261.3

Total length of government railways.. 1,782.56

The result of the year's operations of the government railways may be stated as follows :—

Name of Railway.	Mileage in Operation.	Amount.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.
Intercolonial Division.....	1,446	Working expenses.... 7,581,914 36 Earnings..... 7,643,829 90	61,915 54	
Windsor Branch ...	32	One-third earnings... 49,452 50 Maintenance 17,485 97	31,966 53	
Prince Edward Island Division..	261	Working expenses... 294,253 16 Earnings..... 257,270 57		36,982 59
Total, miles.....	1,739			
		Deduct loss from profit.....	36,982 59	
		Net profit.	56,899 48	

The maintenance of the roads and rolling stock has received careful attention, and both roads continue to be in efficient condition; the rolling stock is being brought up to the modern standard.

The working expenses of the Intercolonial Railway given above include the \$140,000 rental paid to the Grand Trunk Railway.

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The gross earnings of the government railways for the last two years compare as follows:—

	1904-05.	1905-06.
Intercolonial Division... ..	\$6,783,522 83	\$7,643,829 90
Windsor Branch... ..	50,038 67	49,452 50
Prince Edward Island Division....	217,330 61	257,270 57
	<hr/>	<hr/>
	\$7,050,892 11	\$7,950,552 97

Showing an increase in the gross earnings of \$898,660.86.

The gross working expenses of the government railways for the last two years compare as follows:—

	1904-05.	1905-06.
Intercolonial Division... ..	\$8,508,826 75	\$7,581,914 36
Windsor Branch... ..	26,863 16	17,485 97
Prince Edward Island Division....	370,464 44	294,253 16
	<hr/>	<hr/>
Total... ..	\$8,906,154 35	\$7,893,653 49
Gross working expenses of govern- ment railways... ..	\$8,906,154 35	\$7,893,653 49
Gross earnings of government rail- ways... ..	7,050,892 11	7,950,552 97
	<hr/>	<hr/>

Excess of earnings over working expenses, which in-
clude rental, \$140,000, Grand Trunk Railway.. \$ 56,899 48

Showing a decrease in working expenses for the year, compared with the previous year, of \$926,912.39, which is made up of the following:—

	1904-1905.	1905-1906.	Difference.	
			Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Locomotive power.....	3,116,653 49	2,930,075 83		186,577 66
Car expenses.....	2,040,133 13	1,617,119 70		423,013 43
Maintenance of way and works.	1,722,613 65	1,397,143 62		325,473 03
Station expenses.....	937,816 11	1,032,764 20	94,948 09	
General charges.....	535,541 85	586,267 90	50,726 05	
	<hr/>	<hr/>		
Rental leased lines.....	8,352,761 23	7,563,371 25	145,674 14	935,064 12
	140,000 00	140,000 00		
	<hr/>	<hr/>		
Car mileage (total decrease, 137,522 41)..	8,492,761 23	7,703,371 25		
	+ 16,065 52	—121,456 89		
	<hr/>	<hr/>		
	8,508,826 75	7,581,914 36		

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INTERCOLONIAL DIVISION.

COMPARATIVE Statement of Ocean-borne Passenger Business done at the Port of Halifax during the Winter Seasons of 1904-1905 and 1905-1906.

Name of Steamer.	1904-1905.			Name of Steamer.	1905-1906.		
	No. of Passengers.				No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Pretorian.	33	613	646	Pretorian.	112	1,849	1,961
Parisian.	61	1,217	1,278	Parisian.	45	1,938	1,983
Bavarian.	76	1,882	1,958	Southwark.	Nil.	1,648	1,648
Corinthian.	35	714	749	Corinthian.	43	1,288	1,331
Virginian.	25	832	857	Virginian.	172	1,945	2,117
Siberian.	8	522	530	Siberian.	1	1,078	1,079
Mongolian.	8	241	249	Mongolian.	Nil.	884	884
Dania.	7	454	461	Dahome.	3	30	33
Albano.	Nil.	452	452	Corean.	Nil.	546	546
Numidian.	4	114	118	Numidian.	31	1,245	1,276
Victorian.	34	881	915	Victorian.	85	1,416	1,501
Canada.	36	1,337	1,373	Canada.	31	986	1,017
Carthaginian.	8	539	547	Carthaginian.	8	1,361	1,369
Tunisian.	54	1,390	1,444	Tunisian.	246	3,719	3,965
Sardinian.	5	272	277	Sardinian.	Nil.	443	443
Laurentian.	8	689	697	Laurentian.	Nil.	717	717
Pomeranian.	Nil.	229	229	Pomeranian.	Nil.	447	447
Ionian.	75	1,496	1,571	Norsman.	Nil.	1,746	1,746
Dominion.	23	431	454	Dominion.	38	1,171	1,209
Sicilian.	25	977	1,002	Sicilian.	56	2,835	2,891
Pallanza.	Nil.	1,012	1,012	Kensington.	Nil.	2,287	2,287
Vancouver.	7	300	367	Sarmatian.	Nil.	214	214
Kensington.	11	394	405	City of Vienna.	5	305	310
Buenos Ayrean.	4	457	461				
Sarmatian.	2	157	159				
Total.	549	17,662	18,211	Total.	876	30,098	30,974

* NOTE.—Of the total number 30,974, 22,864 travelled over the Intercolonial Railway as follows: 18,033 via St. John and Canadian Pacific, 4,832 via Intercolonial Railway, long haul.

6-7 EDWARD VII., A. 1907

COMPARATIVE Statement of Ocean-borne Freight Traffic during the Winter Seasons of 1904-5 and 1905-6.

Name of Line of Steamers.	WINTER OF 1904-1905.			Name of Line of Steamers.	WINTER OF 1905-1906.		
	Measure-ment tons	Weight tons.	Total tons.		Measure-ment tons	Weight tons.	Total tons.
Allan Line	4,736	3,394	8,130	Allan Line	5,414	3,656	9,070
Furness Line	3,927	5,189	9,116	Furness Line	4,257	8,728	12,985
Canadian Pacific ..	275	47	322	Canadian Pacific ..	388	1,121	1,509
Canada-Jamacia Steamship Line)		1,938	1,938	Canada-Jamacia Steamship Line)		873	873
Pickford and Black		13,399	13,399	Pickford and Black	15	8,942	8,957
Various other lines and Tramp Steamers		48,800	48,800	Various other lines and Tramp Steamers			
Total	8,938	72,767	81,705	Total	10,074	23,320	32,394

The above statement shows a decrease of 48,311 tons of ocean-borne freight traffic for the winter season of 1905-06 as compared with the winter season of 1904-05.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account during the fiscal year ending June 30, 1906:—

Engines.	Dining cars.	PASSENGER CAR STOCK.					Conductor's van.	Oil tank cars.	Box, cattle and refrigerator cars.	Platform cars.	Coal cars of 3 several kinds.	Snow ploughs.		Wing ploughs.		Flangers.	Ballast plough.	Auxiliary cars.	Air Brake Instruction car.	Steam cranes for coal.
		1st class sleeping and par-lour.	1st class.	2nd class sleepers.	2nd class.	Baggage and mail postal.														
16 ..				5 ..			20 ..		385 ..		130 ..	2	10			2	21			5

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The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended June 30, 1906, at the cost of revenue to maintain the work:—

	Engines.	Passenger Car Stock.					Conductor's van.	Box car.	Platform cars.	Refrigerator cars.	Coal cars of three several kinds.	Snow ploughs.	Wing ploughs.	Flangers.	Rotary snow ploughs.	Auxiliary.
		1st class sleeping and parlour.	1st class.	2nd class sleepers.	2nd class.	Baggage and express.										
Total.....	1	.....	.....	.....	.....	1	26	.....	.....	1	.....	.....	1	.....

Nineteen box cars of 60,000 lbs. capacity were purchased on revenue account.

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 1876, when the road was first opened as a through line to the west.

Year.	Average Miles in Operation.	Working Expenses.		Gross Earnings.		Profit.		Loss.		Tons of Freight carried.	No. of Passengers carried.
		\$	c.	\$	c.	\$	c.	\$	c.		
1876-77.....	714	1,661,673	55	1,154,445	33	.....	.....	507,228	22	421,327	513,420
1877-78.....	714	1,816,273	56	1,378,946	78	.....	.....	432,326	78	522,710	518,957
1878-79.....	714	2,010,183	22	1,294,009	69	.....	.....	716,083	53	510,861	640,101
1879-80.....	829	1,603,429	71	1,506,298	48	.....	.....	97,131	23	561,924	581,483
1880-81.....	840	1,759,851	27	1,760,393	92	542	65	.....	.....	725,777	631,245
1881-82.....	840	2,069,657	48	2,079,262	66	9,605	18	.....	.....	838,956	779,994
1882-83.....	840	2,360,373	27	2,370,910	10	10,547	83	.....	.....	970,961	878,600
1883-84.....	887	2,377,433	62	2,384,414	92	6,981	30	.....	.....	1,009,237	944,636
1884-85.....	941	2,519,751	56	2,441,203	66	.....	.....	78,547	90	989,986	957,228
1885-86.....	946	2,583,999	67	2,450,093	88	.....	.....	133,905	79	1,023,788	932,880
1886-87.....	977	2,922,369	62	2,660,116	93	.....	.....	262,252	39	1,143,020	942,784
1887-88.....	971	3,366,781	74	2,983,336	05	.....	.....	383,445	69	1,288,823	1,040,163
1888-89.....	971	3,244,647	73	2,967,801	00	.....	.....	276,847	73	1,218,877	1,136,272
1889-90.....	971	3,560,575	74	3,012,739	87	.....	.....	847,835	87	1,368,819	1,219,233
1890-91.....	1,094	3,662,341	94	2,977,395	38	.....	.....	684,946	56	1,304,534	1,298,304
1891-92.....	1,142	3,439,377	00	2,945,441	97	.....	.....	493,935	03	1,264,575	1,297,732
1892-93.....	1,142	3,045,317	50	3,065,499	09	20,181	59	.....	.....	1,388,080	1,292,878
1893-94.....	1,142	2,981,671	98	2,987,510	27	5,838	29	.....	.....	1,342,710	1,301,062
1894-95.....	1,142	2,936,902	74	2,340,717	95	3,815	21	.....	.....	1,276,816	1,352,667
1895-96.....	1,142	3,012,827	62	2,957,640	10	.....	.....	55,187	52	1,379,618	1,471,866
1896-97.....	1,145	2,925,968	67	2,866,028	02	.....	.....	59,940	65	1,296,028	1,501,690
1897-98.....	1,201	3,327,648	51	3,117,669	85	.....	.....	209,978	66	1,424,576	1,523,444
*1898-99.....	1,301	3,675,686	21	3,738,331	44	62,645	43	.....	.....	1,750,761	1,603,095
*1899-1900.....	1,301	4,431,404	69	4,552,071	71	120,667	02	.....	.....	2,151,208	1,791,754
*1900-01.....	1,301	5,460,422	64	4,972,235	87	.....	.....	488,186	77	2,111,310	2,025,295
*1901-02.....	1,301	5,574,563	30	5,671,385	91	96,822	61	.....	.....	2,385,816	2,186,226
*1902-03.....	1,315	6,196,653	19	6,324,323	72	127,670	53	.....	.....	2,790,737	2,404,230
*1903-04.....	1,321	7,239,982	04	6,339,231	43	.....	.....	900,750	61	2,664,149	2,663,156
*1904-05.....	1,446	8,508,826	75	6,783,522	83	.....	.....	1,725,303	92	2,782,257	2,810,960
*1905-06.....	1,446	7,581,914	36	7,643,829	90	61,915	54	3,156,189	2,737,160

* The working expenses include the rental paid for leased line.

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INTERCOLONIAL RAILWAY.

STATEMENT of Earnings from the several sources named from June 30, 1876, to June 30, 1906.

Year.	Miles in operation.	Passenger traffic.		Freight traffic.		Mails and sundries.		Total.	
		\$	c.	\$	c.	\$	c.	\$	c.
1876-77	714	460,368	15	607,564	99	86,512	21	1,154,443	33
1877-78.	714	475,256	82	801,709	82	101,985	07	1,378,946	78
1878-79.	714	451,893	29	752,490	85	88,715	55	1,294,009	69
1879-80.	829	490,338	66	915,486	50	100,473	32	1,506,298	48
1880-81.	840	545,114	48	1,113,872	21	101,407	23	1,760,493	92
1881-82.	850	651,296	94	1,303,496	00	124,470	72	2,079,262	66
1882-83.	940	741,992	7.	1,487,601	98	141,326	40	2,379,910	10
1883-84.	887	775,783	77	1,461,390	37	147,240	78	2,383,414	92
1884-85.	941	747,285	13	1,542,052	10	151,566	35	2,441,203	66
1885-86.	946	765,900	03	1,523,487	72	160,706	13	2,450,093	88
1886-87.	977	828,328	28	1,677,971	59	153,817	06	2,660,116	93
1887-88.	971	884,448	07	1,932,877	85	166,010	13	2,983,336	95
1888-89.	971	906,246	47	1,909,094	44	152,460	09	2,967,801	00
1889-90.	971	895,094	53	1,964,646	86	152,998	48	3,012,739	87
1890-91.	1,094	962,316	88	1,854,629	88	160,448	62	2,977,395	38
1891-92.	1,142	961,427	94	1,803,529	03	180,485	00	2,945,441	97
1892-93.	1,132	1,002,912	74	1,868,823	84	184,468	80	3,065,499	09
1893-94.	1,142	958,915	13	1,834,126	34	193,762	51	2,987,502	27
1894-95.	1,142	963,914	44	1,782,608	54	194,194	97	2,940,717	95
1895-96.	1,142	971,426	26	1,788,813	18	167,400	66	2,957,640	10
1896-97.	1,145	979,005	57	1,687,050	42	199,972	03	2,866,028	02
1897-98.	1,201	1,053,864	64	1,857,740	06	206,065	15	3,117,669	85
1898-99.	1,315	1,167,453	16	2,348,096	58	222,781	70	3,738,331	44
1899-00.	1,315	1,404,469	87	2,912,790	52	234,811	32	4,552,071	91
1900-01.	1,315	1,607,166	79	3,121,006	15	244,062	93	4,972,235	87
1901-02.	1,315	1,770,941	13	3,644,513	42	255,931	36	5,671,385	91
1902-03.	1,315	1,927,916	97	4,128,255	00	268,151	75	6,324,323	72
1903-04.	1,321	2,021,568	40	4,041,122	48	276,540	55	6,339,231	43
1904-05.	1,446	2,105,066	75	4,373,178	75	305,277	53	6,783,522	83
1905-06.	1,446	2,297,716	52	5,019,805	53	326,307	85	7,643,829	90

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INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight Carried from June 30, 1876, to June 30, 1906.

Year.	Miles in operation.	Local freight.	Through freight.	Total.
1876-7.....	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8.....	714			522,710
1878-9.....	714			510,861
1879-0.....	829			561,924
1880-1.....	840			725,777
1881-2.....	840	571,684	267,272	838,956
1882-3.....	840	537,025	443,936	970,961
1883-4.....	887	584,581	424,656	1,009,237
1884-5.....	941	506,574	483,362	989,936
1885-6.....	946	580,076	443,712	1,023,788
1886-7.....	977	633,455	509,565	1,143,020
1887-8.....	971	727,599	561,224	1,288,823
1888-9.....	971	624,436	594,441	1,218,877
1889-0.....	971	756,696	612,123	1,368,819
1890-1.....	1,094	797,492	507,042	1,304,534
1891-2.....	1,142	750,783	513,792	1,264,575
1892-3.....	1,142	1,030,628	357,452	1,388,080
1893-4.....	1,142	906,114	376,596	1,342,710
1894-5.....	1,142	901,374	366,442	1,267,816
1895-6.....	1,142	1,011,229	368,389	1,379,618
1896-7.....	1,145	927,167	368,859	1,296,028
1897-8.....	1,201	1,053,569	381,007	1,434,576
1898-9.....	1,315	1,351,569	399,192	1,750,761
1899-0.....	1,315	1,713,928	437,280	2,151,208
1900-1.....	1,315	1,633,671	477,639	2,111,310
1901-2.....	1,315	1,914,551	471,265	2,385,816
1902-3.....	1,315	2,239,993	550,744	2,790,737
1903-4.....	1,321	2,123,261	540,888	2,664,149
1904-5.....	1,446	2,119,528	662,729	2,782,257
1905-6.....	1,446	2,413,863	742,326	3,156,189

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INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to June 30, 1906.

Year	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7.....	714	The information for these years was destroyed when the general offices in Moncton were burned.		613,420
1877-8.....	714			618,957
1878-9.....	714			640,101
1879-80.....	829			581,483
1880-1.....	840			631,245
1881-2.....	840	647,534	132,460	779,994
1882-3.....	840	728,186	150,414	878,600
1883-4.....	887	784,715	159,921	944,636
1884-5.....	941	812,028	145,200	957,228
1885-6.....	946	784,817	148,063	932,880
1886-7.....	977	814,032	128,752	942,784
1887-8.....	971	948,324	91,839	1,040,163
1888-9.....	971	1,050,592	85,680	1,136,272
1889-90.....	971	1,112,695	91,531	1,219,233
1890-1.....	1,094	1,203,814	94,490	1,298,304
1891-2.....	1,142	1,198,649	99,083	1,297,732
1892-3.....	1,142	1,188,827	104,051	1,292,878
1893-4.....	1,142	1,216,027	85,035	1,301,062
1894-5.....	1,142	1,272,284	80,383	1,352,667
1895-6.....	1,142	1,386,803	85,063	1,471,866
1896-7.....	1,145	1,416,631	85,059	1,501,690
1897-8.....	1,201	1,438,590	89,854	1,523,444
1898-9.....	1,315	1,504,652	98,443	1,603,095
1899-1900.....	1,315	1,678,858	112,896	1,791,754
1900-1.....	1,315	1,905,599	119,696	2,025,295
1901-2.....	1,315	2,061,196	125,030	2,186,226
1902-3.....	1,315	2,255,013	149,217	2,404,230
1903-4.....	1,321	2,447,843	215,313	2,663,156
1904-5.....	1,446	2,589,928	221,032	2,810,960
1905-6.....	1,446	2,491,472	245,688	2,737,160

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The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since the road was opened as a through line :—

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-77				103,420	103,420
1877-78				97,043	97,043
1878-79		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880-81		6,102	4,022	174,483	184,607
1881-82		18,015	11,779	218,364	248,158
1882-83		12,837	22,206	227,380	262,423
1883-84		32,014	19,534	252,014	293,562
1884-85		133,440	1,773	213,791	349,004
1885-86		171,170	21,150	215,272	407,592
1886-87		192,871	27,536	233,178	453,585
1887-88		183,704	36,228	309,727	529,659
1888-89		160,026	27,923	338,538	526,487
1889-90		164,453	25,126	366,967	554,546
1890-91		113,996	69,213	344,829	498,038
1891-92		35,447	5,918	392,441	433,806
1892-93		136,868	3,775	402,653	543,296
1893-94		102,273	8,028	367,390	478,691
1894-95		67,082	7,865	310,253	385,200
1895-96		53,124	9,681	369,708	432,513
1896-97		38,395	12,305	331,469	382,172
1897-98		9,084	9,796	351,069	369,949
1898-99		4,644	5,399	484,163	494,206
1899-1900		3,495		599,714	603,289
1900-01	136			506,454	506,590
1901-02	1,131	5,763	3,640	546,986	557,520
1902-03	2,200	7,817	6,775	725,727	742,519
1903-04	2,260	637	513	691,346	694,761
1904-05	800	265	5,022	596,290	602,377
1905-06	7,542	1,625	661	610,444	620,272

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TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77.....				1891-92.....	845,997	519,500	1,265,497
1877-78.....				1892-93.....	155,306	197,666	352,975
1878-79.....				1893-94.....	Nil.	8,026	8,026
1879-80.....				1894-95.....	Nil.	Nil.	Nil.
1880-81.....				1895-96.....	Nil.	Nil.	Nil.
1881-82.....				1896-97.....	Nil.	Nil.	Nil.
1882-83.....	31,011		31,011	1897-98.....	8,000	Nil.	8,000
1883-84.....	73,389		73,389	1898-99.....	30,000	Nil.	30,000
1884-85.....	300,901		300,901	1899-1900.....	13,239	Nil.	13,239
1885-86.....	389,122		389,122	1900-01.....	147	Nil.	147
1886-87.....	575,880		575,880	1901-02.....	Nil.	Nil.	Nil.
1887-88.....	69,021		69,021	1902-03.....	Nil.	Nil.	Nil.
1888-89.....	129,725		129,725	1903-04.....	147,438	Nil.	147,438
1889-90.....	502,012		502,012	1904-05.....	Nil.	Nil.	Nil.
1890-91.....	148,803	59,513	218,337	1905-06.....	*170,000		170,000

* Via Montreal.

TABLE showing the number of barrels of flour and meal carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77.....	254,710	1891-92.....	954,015
1877-78.....	557,778	1892-93.....	856,913
1878-79.....	630,329	1893-94.....	944,967
1879-80.....	535,248	1894-95.....	938,351
1880-81.....	672,310	1895-96.....	822,097
1881-82.....	692,095	1896-97.....	847,701
1882-83.....	983,916	1897-98.....	987,408
1883-84.....	817,134	1898-99.....	1,157,250
1884-95.....	935,977	1899-1900.....	1,234,077
1885-86.....	761,127	1900-01.....	1,292,106
1886-87.....	763,894	1901-02.....	1,311,707
1887-88.....	871,838	1902-03.....	1,521,540
1888-89.....	948,514	1903-04.....	1,607,050
1889-90.....	1,116,050	1904-05.....	1,769,480
1890-91.....	1,013,129	1905-06.....	1,882,630

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TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77.....	292,852	1891-92.....	3,776,677
1877-78.....	331,170	1892-93.....	1,514,619
1878-79.....	302,921	1893-94.....	1,304,684
1879-80.....	534,021	1894-95.....	1,036,384
1880-81.....	565,678	1895-96.....	1,064,385
1881-82.....	560,253	1896-97.....	1,093,499
1882-83.....	1,195,601	1897-98.....	1,551,372
1883-84.....	654,673	1898-99.....	2,595,353
1884-85.....	734,902	1899-1900.....	2,720,453
1885-86.....	849,800	1900-1901.....	3,535,364
1886-87.....	1,018,395	1901-02.....	2,959,761
1887-88.....	1,219,035	1902-03.....	3,392,252
1888-89.....	1,256,158	1903-04.....	2,788,772
1889-90.....	2,610,202	1904-05.....	3,317,910
1890-91.....	2,890,921	1905-06.....	2,924,226

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77.....	50,096,474	1891-92.....	175,474,340
1877-78.....	56,626,547	1892-93.....	181,211,013
1878-79.....	55,626,696	1893-94.....	200,507,949
1879-80.....	55,462,654	1894-95.....	202,247,269
1880-81.....	72,841,388	1895-96.....	226,332,715
1881-82.....	78,356,418	1896-97.....	243,355,725
1882-83.....	104,633,417	1897-98.....	354,093,816
1883-84.....	131,120,948	1898-99.....	306,554,031
1884-85.....	138,493,675	1899-1900.....	379,350,074
1885-86.....	117,186,512	1900-1901.....	396,858,964
1886-87.....	161,801,763	1901-02.....	428,051,029
1887-88.....	197,755,272	1902-03.....	459,231,589
1888-89.....	199,507,777	1903-04.....	465,379,803
1889-90.....	210,886,071	1904-05.....	518,434,310
1890-91.....	184,188,324	1905-06.....	572,878,600

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TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1891-92... ..	87,889
1877-78.....	46,498	1892-93.....	93,369
1878-79.....	47,584	1893-94.....	79,203
1879-80.....	70,990	1894-95.....	72,106
1880-81.....	61,574	1895-96.....	64,051
1881-82... ..	73,479	1896-97.....	72,082
1882-83... ..	68,338	1897-98.....	89,301
1883-84... ..	60,090	1898-99.. ..	109,821
1884-85.....	70,785	1899-1900.....	92,813
1885-86.....	74,498	1900-01.....	95,923
1886-87.....	82,896	1901-02.. ..	98,495
1887-88.....	98,302	1902-03.....	127,060
1888-89.....	85,960	1903-04.....	113,006
1889-90.....	80,771	1904-05.. ..	110,670
1890-91.....	95,529	1905-06.. ..	106,589

TABLE showing the number of tons of ocean-borne goods to and from Europe carried over the road during each year since it was first opened for traffic as a through line.

Year.	Via Ste. Rosalie and from the West.	Via Montreal to and from the West.	Via St. John to and from the West.	To and from local Stations.	Total.
1876-77.....					
1877-78.....		14,949		3,405	18,354
1878-79.....		21,628		2,643	24,271
1879-80.....		21,073		4,952	26,025
1880-81.....		15,454		3,334	18,788
1881-82.....		21,607		4,168	25,775
1882-83.....		24,875		7,911	32,786
1883-84.....		19,696		6,533	26,229
1884-85.....		22,787		8,405	31,192
1885-86.....		13,464		8,216	21,680
1886-87.....		16,923		9,811	26,734
1887-88.....		41,864		8,878	50,742
1888-89.....		17,340		11,481	28,821
1889-90.....		9,895		11,730	21,625
1890-91.....		9,923		10,764	20,687
1891-92.....		9,719	17	23,835	33,571
1892-93.....		7,295	100	12,319	19,714
1893-94.....		3,023	204	13,455	16,682
1894-95.....		6,749	213	10,399	17,361
1895-96.....		3,767	314	16,748	20,829
1896-97.....		2,654	263	17,239	20,156
1897-98.....		5,950	1,637	18,633	26,220
1898-99.....		2,465	243	31,555	34,263
1899-1900.....		2,379	307	37,108	39,794
1900-01.....	322	6,860	1,142	155,514	163,838
1901-02.....	1,106	7,780	1,528	172,733	183,147
1902-03.....	817	11,925	1,194	124,695	138,631
1903-04.....	2,079	21,377	2,994	146,070	174,520
1904-05.....	284	15,325	3,687	85,853	105,149
1905-06.....	2,026	17,217	5,337	128,462	153,042

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TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77....		340			340					
1877-78....		186			186					
1878-79....		1,041			1,041					
1879-80....		12,220			12,220					
1880-81....		13,872			13,872		4,022		2,902	6,924
1881-82....		14,256		1,290	15,546		7,146		3,607	10,753
1882-83....		9,465		508	9,973		11,126		5,497	16,623
1883-84....		13,778		3,068	16,846		14,543		7,265	21,808
1884-85....		10,381		3,661	14,042		18,024		8,445	26,469
1885-86....		4,394		3,998	8,392		7,674		5,858	13,518
1886-87....		20,450		8,500	28,950		15,044		8,395	23,439
1887-88....		14,320		14,085	28,405		21,641		7,133	28,774
1888-89....		24,358		7,160	31,518		12,955		11,120	24,075
1889-90....		7,390		8,913	16,303		6,778		6,125	12,903
1890-91....		5,088	4,670	8,215	17,973		10,130	468	5,996	16,594
1891-92....		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93....				10,137	10,137		8,327	6,456	7,840	22,623
1893-94....				6,775	6,775		17,729	6,967	8,885	33,581
1894-95....				10,342	10,342		13,351	15,819	4,695	33,865
1895-96....				9,824	9,824		15,138	13,734	11,309	40,181
1896-97....				4,925	4,925		5,694	8,069	6,957	20,720
1897-98....							6,624	8,821	10,989	26,534
1898-99....							8,138	2,193	15,833	26,164
1899-1900..		96			96		9,795	257	19,655	29,907
1900-01....		489			489	403	14,791	12	10,615	25,821
1901-02....		90		11,553	11,643	3,101	6,831	861	18,839	29,632
1902-03....		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04....	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05....	602	509	78	1,495	15,684	1,446	7,107	224	22,937	31,764
1905-06....		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459

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TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was opened as a through line.

Year.	Fresh Fish.					Salt Fish.				
	To Ste. Rosalie for the West.	To Mont-real for the West.	To St. John for the West.	To Local Sta-tions.	Total	To Ste. Rosalie for the West.	To Mont-real for the West.	To St. John for the West.	To Local Sta-tions.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....		530	921	527	1,978		551	1,848	802	3,201
1877-78..		596	1,015	474	2,085		898	1,644	805	3,347
1878-79.....		471	1,336	817	2,624		988	1,038	1,048	2,974
1879-80.....		519	1,362	453	2,334		1,612	2,238	959	4,809
1880-81..		498	1,879	920	3,297		2,418	937	1,051	4,406
1881-82.....		475	1,619	957	3,051		4,031	1,066	2,487	7,584
1882-83..		542	384	393	1,319		3,229	759	1,354	5,412
1883-84.....		838	1,682	412	2,932		1,322	1,143	1,224	3,689
1884-85.....		1,062	1,885	484	3,431		3,563	3,600	1,596	8,759
1885-86..		1,669	1,645	902	4,216		1,680	2,047	3,376	7,103
1886-87.....		1,278	1,572	2,008	4,858		3,236	569	1,747	5,552
1887-88..		1,533	1,477	1,031	4,041		2,617	476	1,099	4,193
1888-89..		2,474	2,000	1,870	6,344		3,070	7,746	2,994	13,810
1889-90..		2,235	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91.....		2,029	2,788	1,848	6,665		1,953	1,917	3,236	7,106
1891-92.....		1,367	1,746	547	3,660		1,946	928	1,889	4,763
1892-93..		1,683	1,875	3,340	6,898		3,262	1,811	2,176	7,249
1893-94.....		1,959	2,192	2,224	6,375		2,921	1,814	2,962	7,697
1894-95.....		2,006	3,726	1,160	6,892		2,075	1,849	5,285	10,209
1895-96..		1,966	3,059	1,319	6,344		1,863	1,087	2,791	5,741
1896-97.....		3,307	3,115	1,286	7,708		2,168	1,176	2,536	5,880
1897-98.....		3,575	3,703	1,052	8,330		1,729	1,066	2,210	5,005
1898-99.....		1,210	2,070	3,305	6,583		1,651	1,198	3,625	5,474
1899-1900.....		2,547	2,706	3,686	8,939		2,421	1,563	2,659	6,643
1900-01..	37	2,009	3,207	4,125	9,393	360	3,419	1,346	4,643	9,768
1901-02..	219	3,013	4,373	5,477	13,082	283	3,150	1,413	5,196	10,042
1902-03..	140	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1903-04..	539	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1904-05.....	779	1,902	3,674	5,516	11,871	433	2,673	272	6,759	10,137
1905-06.....	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763

During the year 106·34 miles of 56, 58, 67, 80 and 110 lb. rails were taken up and replaced with 67 and 80 lb. rails ; 609,244 ties and 207 sets of switches renewed.

Cost of road and equipment up to June 30, 1906—

On capital account—

Road, including \$1,464,000 paid on account purchas-	
ing Drummond County Railway.. . . .	\$64,354,747 25
Rolling stock.... .	16,883,981 38

Total.. . . . \$81,238,728 63

The work of increased accommodation at the deep water terminus at Halifax is progressing, which facilitates the work of conducting the traffic.

Both the road and rolling stock have been efficiently maintained during the year.

Additions to the rolling stock continue to be made, as being a necessity for the efficient working of the traffic.

WINDSOR BRANCH.

This road continues to be operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company, the company receiving two-thirds of the gross earnings for working the traffic, and the government one-third of the gross earnings for maintaining the way and works.

Year.	Miles in oper- ation.	One-third gross earnings.	Proportion of one-third gross earnings credited to line Windsor Junction to Halifax.	Proportion of one-third gross earnings credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82..	32	28,461 07	7,407 88	21,052 19	13,099 55	7,953 64	
1882-83..	32	31,199 77	8,085 88	24,113 89	23,103 93	1,009 96	
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33		714 75
1887-88..	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91..	32	39,519 56	9,284 43	33,508 35	28,931 71	1,303 42	
1891-92..	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94..	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95..	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96..	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97..	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98..	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99..	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01..	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02..	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03..	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04..	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05..	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06..	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	

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PRINCE EDWARD ISLAND.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to June 30, 1906 :—

Road, &c.....	\$ 6,631,664 57
Rolling stock.....	583,924 12
Total.....	\$ 7,215,588 69

The rolling stock provided on capital account consisted of :—

Engines.	Passenger Car Stock.			Official cars.	Box, Cattle and Refrigerator cars.	Platform cars and Coal cars.	Conductors' vans.	Pay car.	Snow ploughs.	Flangers.
	1st class cars.	2nd class cars.	Baggage, smoking and postal.							
27	23	19	14	1	233 21 3	147 22	4	1	9	9
					257	169				

The capital expenditure during the year amounted to \$496,124.89, of which was expended on the construction of the Murray Harbour branch railway and on the Hillsboro' bridge, \$194,029.16.

The following works are being carried on, on capital account :—

1. Bridge over the Hillsboro' river at Charlottetown of which Mr. M. J. Haney is the contractor for the substructure, which work is well advanced. Total expenditure up to June 30, 1905..	\$ 1,287,238 60
Expenditure from June 30, 1905, to June 30, 1906..	75,733 99
Total expenditure up to June 30, 1906..	\$ 1,362,972 59
2. Murray Harbour branch, of which Mr. Willard Kitchen is the contractor. Total expenditure up to June 30, 1905..	\$ 1,135,802 83
Expended from June 30, 1905, to June 30, 1906..	118,295 17
Total expenditure up to June 30, 1906..	\$ 1,254,098 00

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The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic :—

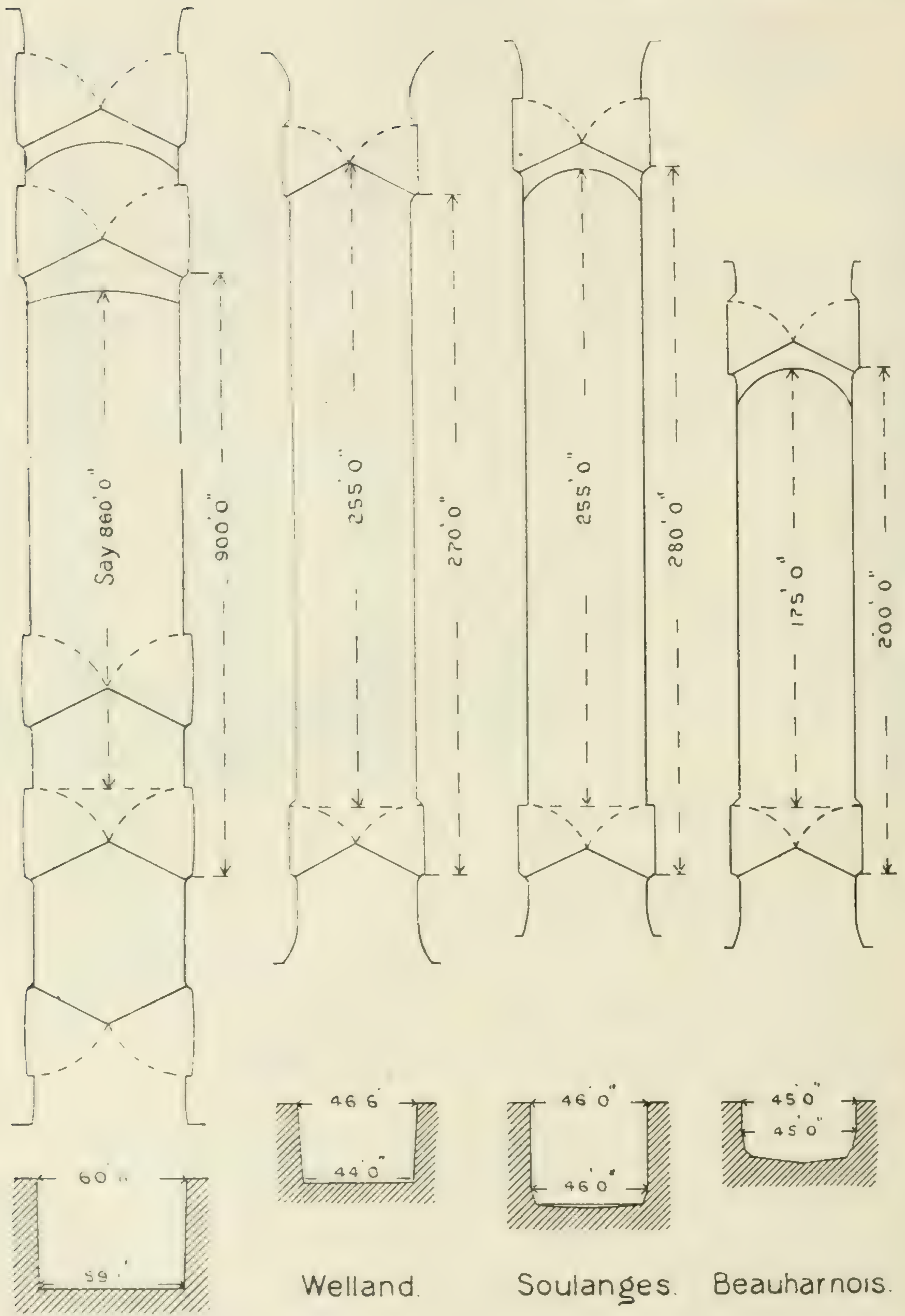
Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		\$ cts.	\$ cts.	\$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 49	135,899 60	85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1882-83	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1887-88	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1888-89	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1889-90	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1892-93	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,257 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	121,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	126,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	75,381	184,748
1902-03	209	259,637 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	256,092

	Miles.
Steel rails (50 and 56 lb. to yard)	257·3
Iron rails (40 lb. to yard)	4
<hr/>	
Total length of road	261·3

The road and rolling stock are in good running condition.

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Plans and Sections showing the
on each of the Canadian Canal
Canal which is uncompleted.



Sault Ste. Marie.

Welland.

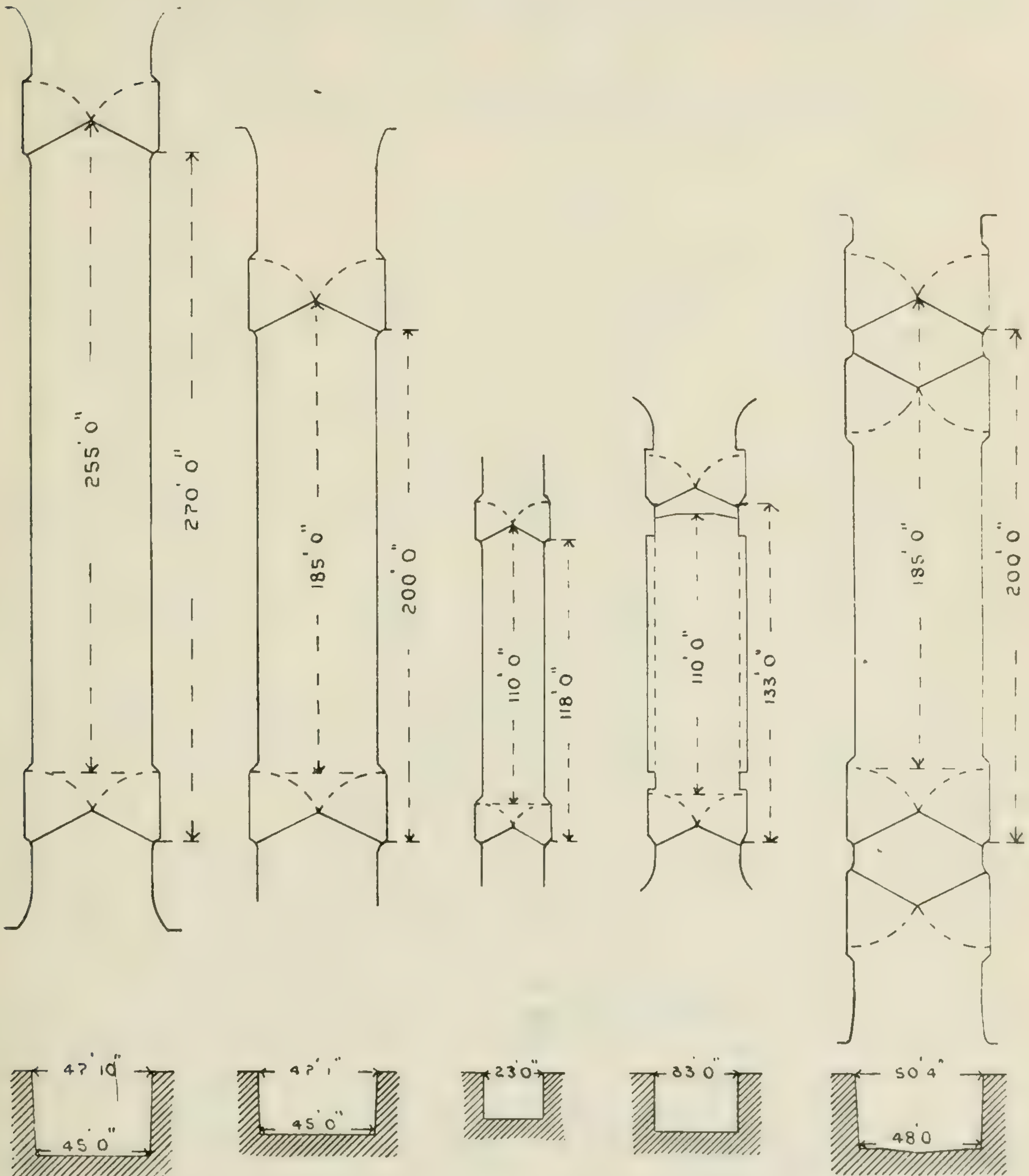
Soulanges.

Beauharnois.

There are no locks on the through
Montreal of less dimension than

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dimensions of the smallest lock
Systems Except the Trent



Lachine.

St Anne,
St Ours,
Carillon,
& Grenville.

Chambly.

Rideau.

St Peter's

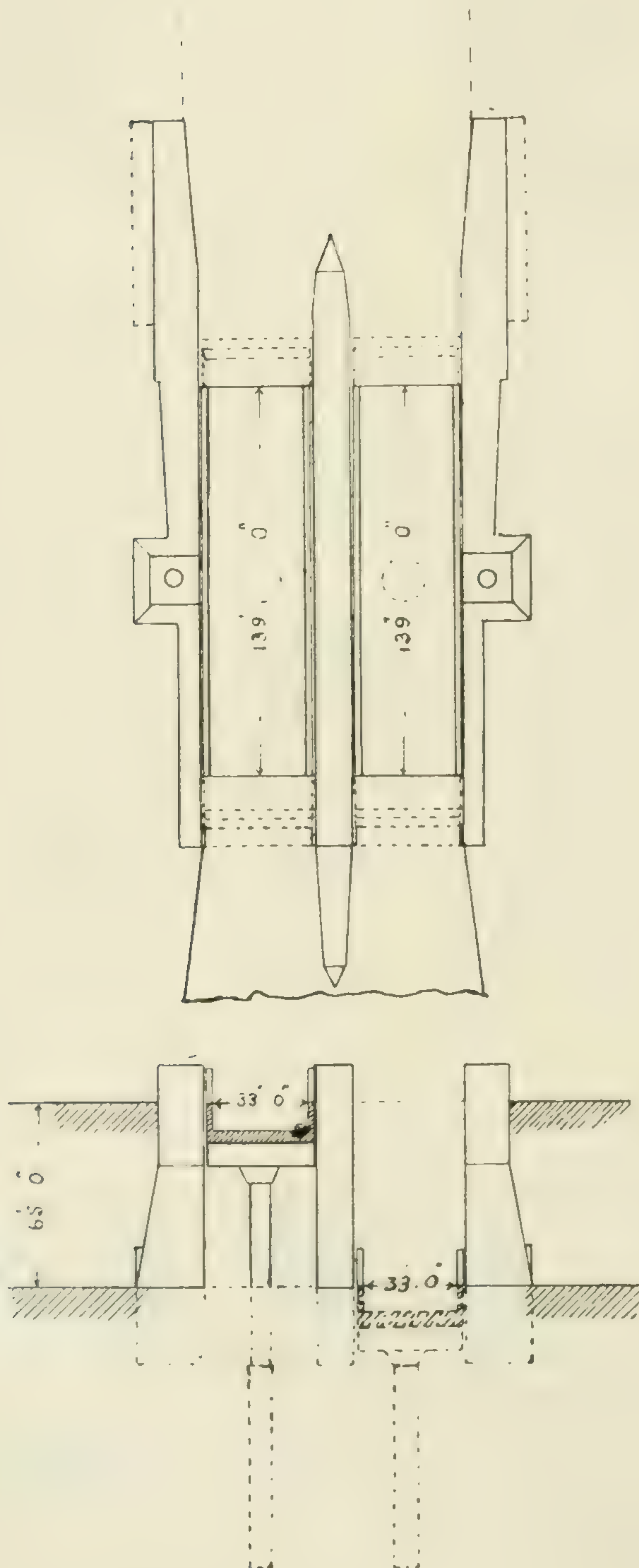
route between Lake Superior and
those of the Welland Canal locks.

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TRENT CANAL

Hydraulic Lift-Lock at Peterborough

65 Feet Lift.



CANALS.

The preceding diagrams of the locks on the Lachine, Soulanges, Welland and Sault Ste. Marie canals practically give the key to the whole navigation between Montreal and Lake Superior. There are no locks to be passed of less dimensions than those of the Welland canal.

The dimensions of the locks of the Beauharnois, Carillon and Grenville, St. Anne, Chambly, St. Ours, Rideau, Trent and St. Peter's are also shown.

CONSTRUCTION.

SOULANGES CANAL.

This canal extends from Coteau Landing to Cascades, a distance of 14 miles. The works of construction of this canal are completed.

Total expenditure up to June 30, 1905.. . . .	\$6,886,174 48
Expended during the year ended June 30, 1906.. . .	5,000 22
<hr/>	
Total expended up to June 30, 1906.. . . .	\$6,891,174 70
Expended from June 30, 1906, to October 1, 1906.	549 47
<hr/>	
Total expended up to October 1, 1906.. . . .	\$6,891,724 17

There yet remains some further payments to be made.

SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's island; it is 1½ miles in length. The depth of water on the mitre sill at low water is 20 feet 4 inches, 22 feet in the prism, 21 feet 5 inches in the lower entrance, with a minimum width of 315 feet. In the upper entrance there is only a depth of 18 feet of water at low water, but the work of deepening to 21 feet 5 inches is in progress. A contract was entered into with Mr. Boone to continue the work of deepening and widening, which, when completed, will give safe passage for vessels approaching and departing from the canal.

It having been found necessary to lengthen the entrance piers at each end of the canal, a contract has been entered into with Mr. Birmingham to extend south lower entrance pier 800 feet. The work is completed. For the extension of 800 feet to the south upper entrance pier, a contract has been entered into with O'Boyle Bros., which is nearing completion. When this work is brought to a finish the construction of the canal may be considered complete, unless, with a view to appearance of neatness and beauty, it is considered desirable to level up the grounds, lay them out in parterres, and plant them with trees and shrubs.

Total expenditure up to June 30, 1905.. . . .	\$4,423,675 99
Expended from June 30, 1905, to June 30, 1906....	120,000 00
<hr/>	
Total expended up to June 30, 1906.. . . .	\$4,543,675 99
Expenditure from June 30, 1906, to October 1, 1906.	46,294 56
<hr/>	
Total expenditure up to October 1, 1906.. . . .	\$4,589,970 55

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TRENT CANAL.

This canal is designed to extend from the waters of Lake Ontario to the Georgian bay on Lake Huron, at the mouth of the Severn river, the total distance being about 200 miles, of which 20 miles are canal and about 180 miles river and lake navigation.

Sections 1 and 2, on the Peterborough-Lakefield division, 9.61 miles, which were constructed by Messrs. Brown, Love & Aylmer and Messrs. Corry & Laverdure respectively, were opened for traffic on July 9, 1904, on which date the hydraulic lift lock at Peterborough was formally put in operation. The lift lock has a lift of 65 feet. It was fully described in the report of 1904.

The only work of construction at present being carried on is in connection with the completion of section No. 3, and the extra work on section 2, Simcoe-Balsam lake division, ordered, namely, the construction of a road and bridge along the fourth concession of Eldon and the construction of the steel work of the hydraulic lift lock at Kirkfield.

The contract for the steel for this hydraulic lift lock was awarded to the Dominion Bridge Company of Montreal, on February 15, 1905, and the work under this contract is proceeding. Eighty per cent is erected. The structural work is well under way.

Balsam-Simcoe Lake Division.

For section No. 1 Mr. Andrew Onderdonk was the contractor. He completed his contract some time ago, but as it is only a section of this division, it is only occasionally used, and has not been formally opened for public traffic. It is about six miles in length.

Section No. 2 is completed with the exception of the extra work in connection with the raising of a road along the fourth concession of the township of Eldon, which will be finished this fall. The concrete of the high level bridge is completed and the work of raising the road is well advanced and will be completed this season.

Section No. 3.—The contract for this section was awarded to Messrs. Brown & Aylmer on September 6, 1900. The work consists of constructing five concrete locks, three dams, three swing bridges, the necessary excavation, culverts, &c. All the concrete work with the exception of the closures in Nos. 1, 2, and 3 dams and a few other small items is completed. There is yet some excavation, both dry and dredging, to be done, also a considerable length of protection lining to lay, but the end of this season all the work should be completed.

To complete this canal, which is designed to extend from the Georgian bay to the waters of Lake Ontario, there remains to be placed under contract the section from Lake Simcoe to Georgian bay and the work between Heeley's falls and Lake Ontario waters.

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The following is a statement of the expenditure made on the construction of this canal from its commencement up to October 1, 1906:—

Expended prior to June 30, 1867..	\$ 309,371 31
Expended subsequent to June 30, 1867, and June 30, 1894 (date of works contracted for)..	782,584 88
Expended from June 30, 1894, to June 30, 1904.. . .	3,512,435 81
Total expenditure up to June 30, 1905..	4,957,653 75
Expended from June 30, 1905, to June 30, 1906.. . .	319,789 49
<hr/>	
Total expenditure up to June 30, 1906..	\$5,277,443 24
Expended from July 1, to October 1, 1906..	41,411 72
<hr/>	
Total expenditure to October 1, 1906..	\$5,318,854 96
<hr/>	

ENLARGEMENT.

LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of 8½ miles. There are 5 lift locks, 270 x 45 feet, with 14 feet of water on the mitre sills, giving a total rise of 45 feet. There was a large amount of work performed in the way of repairs and renewals during the year. There were new plans prepared during the year, providing for the rebuilding of part of the slope walls in concrete. Messrs. Quinlan & Robertson secured the contract and the work was pushed vigorously as soon as the canal was unwatered. The work of dredging the basin, &c., was continued during the year. The total quantity of material excavated was about 12,000 cubic yards. Work on the installation of the electric machinery for the operation of lock gates, &c., was continued during the year.

The total expenditure for original construction from 1843 to 1848..	\$2,587,532 85
Expenditure in 1869..	2,000 00
<hr/>	
Total expenditure up to June 30, 1869..	\$2,589,532 85
Total expenditure for enlargement up to June 30, 1905..	\$8,885,578 80
Expended in year ended June 30, 1906	103,798 28
<hr/>	
Total expenditure to June 30, 1906	\$8,989,377 08
Expended from June 30, 1906, to Oc- tober 1, 1906..	2,703 47
<hr/>	
Total expenditure for enlargement to October 1, 1906	\$8,992,080 55
<hr/>	
Total expenditure for construction and enlargement to October 1, 1906..	\$11,581,613 40

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CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles, No special work done during the year.

FARRAN'S POINT CANAL.

This canal commences at Farran's Point and extends a mile westward. The work of enlargement on this canal is completed.

The total expenditure for construction and enlarge-	
ment up to June 30, 1905, is.. . . .	\$877,090 57
Expended during yeard ended June 30, 1906.. . . .	Nil
<hr/>	
Total expenditure up to October 1, 1906.. . . .	\$877,090 57

RAPIDE PLAT CANAL.

This canal extends from Morrisburg westward for a distance of 3½ miles.

A power plant is being constructed at the lock in the village of Morrisburg for manufacturing and lighting purposes.

The work of enlargement was completed on January 14, 1905.

Total expenditure up to June 30, 1905.. . . .	\$2,157,487 09
Expended during the year ended June 30, 1906.. . . .	Nil
<hr/>	
Total expenditure up to June 30, 1906.. . . .	\$2,157,487 09
Expended from June 30, 1905, to October 1, 1906..	Nil
<hr/>	
Total expenditure up to October 1, 1906.. . . .	\$2,157,487 09

GALOPS CANAL.

The works of enlargement of both the Iroquois section and the Cardinal section of this canal are completed, and the engineers are preparing the final estimates, the details of which, in order to meet the requirements of the Auditor General's office, are very voluminous.

The work on the upper entrance section, for which Messrs. Murray & Cleveland are the contractors, is drawing to a close, and will, it is confidently expected, be completed during the current year. A wharf was built at Cardinal.

Total expenditure on enlargement up to June 30, 1905..	\$5,819,923 75
Expended from June 30, 1905, to June 30, 1906.. . . .	140,920 65
<hr/>	
Total expenditure up to June 30, 1906.. . . .	\$5,960,844 40
Expended from June 30, 1906, to October 1, 1906.. . .	7,427 40
<hr/>	
Total expenditure up to October 1, 1906.. . . .	\$5,968,271 80

WELLAND CANAL.

The trunk line extends from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie, a distance of 26¾ miles.

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IMPROVEMENTS AT PORT COLBORNE.

Messrs. Hogan & McDonell are the contractors for this work. The condition of the works may be described as follows:—

The contractors have made some progress with the excavation in the new harbour. Mr. M. J. Hogan, under his contract for 'New Docking along West Pier,' has made very good progress ; nearly all of the cribs being in place and a large portion of the concrete superstructure.

The foundations for the proposed elevator on Dock No. 2, under contract to Messrs. Larkin & Sangster, has been completed, and the filling around the piers has been put in place by Messrs. Hogan & McDonell.

Total expenditure up to June 30, 1905.. . . .	\$ 959,939 72
Expended from June 30, 1904, to June 30, 1906.. . .	250,019 38
<hr/>	
Total expenditure up to June 30, 1906.... .	\$1,207,959 10
Expended from June 30, 1905, to June 30, 1906.. . .	250,019 38
<hr/>	
Total expended up to October 1, 1906.... .	\$1,330,405 41
<hr/>	

REMOVAL OF OBSTRUCTIONS AND IMPROVEMENTS.

The obstructions referred to are the pivot piers of the bridges in the centre of the canal. It is proposed each year, to tear down two or three of the old bridges and build new structures spanning the entire channel, until all the bridges have been rebuilt.

Six of these bridges have been replaced with modern structures, giving a clear channel 100 feet in width.

Other improvements of various kinds have been carried out.

Total expenditure up to June 30, 1905.. . . .	\$ 587,496 83
Expended from June 30, 1905, to June 30, 1906.....	68,967 38
<hr/>	
Total expenditure up to June 30, 1906.. . . .	\$ 656,464 21
Expended from June 30, 1906, to October 1, 1906.. . .	Nil.
<hr/>	
Total expenditure up to October 1, 1906.... .	\$ 656,464 21
<hr/>	

DEEPENING PORTIONS OF LONG LEVEL.

This work is being executed by Magann & Phinn.

This deepening will give 17 feet at normal level and 15 feet at extreme low water ; the work is nearing completion.

Total expenditure up to June 30, 1905.. . . .	\$ 387,288 76
Expended from June 30, 1905, to June 30, 1906.. . . .	105,000 00
<hr/>	
Total expenditure up to June 30, 1906.. . . .	\$ 492,288 76
Expended from June 30, 1906, to October 1, 1906....	40,674 35
<hr/>	
Total expenditure up to October 1, 1906.. . . .	\$ 532,963 11

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	Construction.	Enlargement.
Total expenditure up to June 30, 1905..	\$7,693,824 03	\$18,386,542 10
Expended from June 30, 1905 to June 30, 1906....	..	715,198 24
<hr/>		
Total expenditure up to June 30, 1906..	..	\$19,101,740 34
Expended from June 30, 1906, to October 1, 1906..	..	174,587 20
<hr/>		
Total expenditure up to October 1, 1906..	..	\$19,276,327 54
<hr/> <hr/>		

ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

GALOPS RAPIDS CHANNEL.

This work is being executed by the contractors, the Gilbert Blasting and Dredging Company.

Total expenditure up to June 30, 1905..	\$ 959,626 55
Expended from June 30, 1905, to June 30, 1906..	26,506 26
<hr/>	
Total expenditure up to June 30, 1906..	\$ 986,132 81
Expended from June 30, 1906, to October 1, 1906..	4,575 03
<hr/>	
Total expenditure up to October 1, 1906....	\$ 990,707 84
<hr/> <hr/>	

NORTH CHANNEL.

This channel is about $2\frac{1}{2}$ miles in length, 300 feet wide, with 16 feet of water at low water.

It commences about one mile west of the upper entrance to the Galops canal, and runs in a direct line to deep water off Chimney Point.

The work also comprises the building of a dam from Adam's island to Galops (Ogden) island. These works are being executed by the contractor, Mr. M. A. Cleveland, and it is expected that they will all be completed this season, 1906.

Total expenditure up to June 30, 1905..	\$1,456,561 74
Expended from June 30, 1905, to June 30, 1906..	83,028 98
<hr/>	
Total expenditure up to June 30, 1906..	\$1,539,590 72
Expended from June 30, 1906, to October 1, 1906..	21,140 00
<hr/>	
Total expenditure up to October 1, 1906....	\$1,560,730 72
<hr/> <hr/>	

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ST. LAWRENCE RIVER AND CANALS.

REDUCING SHOALS WEST OF CORNWALL CANAL.

The contemplated improvement of the river channel west of the upper entrance of the Cornwall canal has been completed by the removal of the following five shoals :—

- Wagner's Island shoal.
- Dawson's Point.
- Archibald's Point.
- Markell's Point.
- Maxwell's shoal.

The removal of these shoals to a depth of 17½ feet of water, has materially improved the channel. It has changed the direction of the current, which, instead of flowing in the direction of the Long Sault as heretofore, has taken a direct course towards the entrance of the canal, a deviation which greatly advantages the navigation of the channel.

Total expenditure on river reaches to June 30, 1905. . . .	\$ 483,830 20
Expenditure June 30, 1905, to June 30, 1906.	7,435 85
<hr/>	
Total expenditure to June 30, 1906.	\$ 491,266 05
Expended from June 30, 1906, to October 1, 1906. . . .	1,136 41
<hr/>	
Total expenditure to October 1, 1906.	\$ 492,402 45
<hr/>	

SUMMARY.

To summarize, I may state the cost of construction and enlargements of the canals and improvements to the river and lakes up to June 30, 1906, to be as follows, viz. :—

Route from Montreal to Port Arthur.

	Original Construction of Canals.	Enlargement of Canals.	Improvement to St. Lawrence River and Lakes.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lachine Canal.	2,589,532 85	8,989,377 08	.....	11,578,909 93
Lake St. Louis . . . . .	.....	.....	298,176 11	298,176 11
Soulanges Canal.	6,891,174 70	.....	.....	6,891,174 70
Lake St. Francis . . . . .	.....	.....	75,906 71	75,906 71
Cornwall Canal.	1,945,624 73	5,266,006 09	.....	7,211,630 82
Williamsburg Canal.	1,320,655 54	10,676 26	.....	10,326,753 86
Farran's Point Canal. . . . .	.....	877,090 57		
Rapide Plat Canal . . . . .	.....	2,157,487 09		
Galops Canal. . . . .	.....	5,960,844 40	.....	.....
Galops Rapids . . . . .	.....	.....	986,132 81	986,132 81
River Reaches. . . . .	.....	.....	718,674 78	718,674 78
North Channel . . . . .	.....	.....	1,539,590 27	1,539,590 27
Murray Canal.	1,248,820 26	.....	.....	1,248,820 26
Welland Canal.	7,693,824 03	19,101,740 34	.....	26,795,564 37
Sault Ste. Marie Canal.	4,543,675 99	4,543,675 99
Total	26,233,308 10	42,363,221 83	3,618,481 16	72,215,011 09

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If to the above total there is added the cost of the Beauharnois canal—\$1,636,-690.26, now not required for navigation—the total expenditure is \$73,851,701.35.

Route from Lachine to Ottawa.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Anne's Lock.	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals.	63,053 64	4,119,039 32	4,182,092 96
Total.	197,510 15	5,154,798 44	5,352,308 59

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Rideau Canal	4,085,889 21	.....	4,085,889 21
Tay Canal.	489,599 23	.....	489,599 23
Total.	4,575,488 44	.....	8,575,488 44

Route from St. John, P.Q., to Sorel.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Chambly Canal.	637,056 76	.....	637,056 76
St. Ours Lock	121,537 65	.....	121,537 65
Total	758,594 41	.....	758,594 41

Route from Lake Ontario to Georgian Bay.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Trent Canal.	5,277,443 24	5,277,443 24
Total	5,277,443 24	5,277,443 24

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Route from Atlantic Ocean to Bras d'Or Lakes.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peter's Canal—Cape Breton.....	248,762 84	399,784 30	648,547 14
Total	248,762 84	399,784 30	648,547 14

The Culbute canal has been abandoned and the Beauharnois canal is no longer required for navigation purposes, but has to be maintained as a power canal.

The construction of these two canals cost:—

Culbute canal..	\$ 382,776 46
Beauharnois canal..	1,636,690 26
Total..	\$2,019,466 72

MAINTENANCE AND OPERATION.

LACHINE CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1905.

Maintenance.

A very large amount of work was performed towards maintaining the canal in good order during the year.

The cost of repairs made during the year ended June 30, 1906, is as follows:—

Ordinary repairs under head of staff and repairs.. . .	\$60,064 84
Special repairs under head of income—	
Rebuilding wharf below lock 1..	\$10,000 00
Rebuilding wall, basin No. 2..	34,369 55
Building spare gates, lock 5..	4,078 71
Rebuilding portions of Lachine wharf.. . .	21,496 90
Paving bridge approaches..	14,600 00
Gate lifter..	5,188 43
Walls St. Gabriel basin, No. 1..	12,538 37
To repair a leak from basin No. 1 to lock No. 1..	24,757 24
Raise roof of flour shed Nos. 4 and 5.. . .	6,489 57
	\$133,518 77

Total.. \$193,582 61

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SOULANGES CANAL.

Operation.

The operation of this canal was conducted without interruption during the season of 1905. The cost of repairs made during the year ended June 30, 1906, is as follows:—

Ordinary repairs under head of staff and repairs....	\$17,096 33
Special repairs under head of income—	
General repairs, including gasoline boat..	\$14,834 64
Repairs to slope, St. Amour's Gully.. ..	1,199 15
	<hr/>
	\$16,033 79
	<hr/>
Total..	<hr/> <hr/> \$33,130 12

CORNWALL CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1905.

The canal is well lighted by electricity, and the lock gates, valves, weirs and bridges have continued to be operated most successfully by electrical power.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs	\$31,893 13
Special repairs under head of income—	
Cornwall—	
To rebuild wooden piers with concrete.. . . .	\$2,324 33
To fill in space between old and new locks at	
foot of canal	9,223 00
To put in rip-rap facing of stone around 'The	
Point' between the locks...	8,516 46
	<hr/>
	20,063 79
	<hr/>
Total	<hr/> <hr/> \$51,956 92

WILLIAMSBURG CANALS.

Operation.

No interruption occurred in the traffic through these canals during the season of 1905.

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Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs....\$16,148 66

Galops—

To stop leak in bank.. . . . \$18,783 00

Williamsburg—

Steam hoist and steam pump.. . . . 1,200 00

————— 19,983 00

Total.. . . . \$36,131 66

WELLAND CANAL.

Operation.

The removal of the pivot piers from the centre of the canal, which is being done by degrees, is a great benefit to navigation, and is much appreciated by the transportation companies using the canal.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staffs and repairs....\$78,704 93

Special repairs under head of income—

Welland—

Stone protection to banks of new canal .. . \$10,146 98

To change valves and hanging gear of New

Welland canal lock gates.. . . . 14,995 03

To build retaining wall in rock cut.. . . . 2,550 15

————— 27,692 16

Total.. . . . \$106,397 09

SAULT STE. MARIE CANAL.

Operation.

No interruption to navigation occurred in this canal during the season.

During the season of 1905, there were 4,100 lockages, passing 5,185 registered craft and 475 unregistered vessels and scows, with a total tonnage of 5,059,251 tons; of this total tonnage 1,870,486 tons was of Canadian vessels, being an increase in this class of tonnage of 117,340 tons.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs.... \$20,086 15

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$10,924 72
Special repairs under head of income—	
Repairs to guide piers, Greece's Point..	\$ 4,659 74
Building new lighthouse..	185 01
Rebuilding Grenville wharf..	19,034 58
	<hr/>
Total..	\$34,804 05
	<hr/> <hr/>

BEAUHARNOIS CANAL.

Operation.

This canal is only being used by a few market boats and barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under head of staff and repairs.. . .	\$18,640 71
Special repairs under head of income—	
Completing St. Barbe dyke..	599 85
Rebuilding weir at Valleyfield..	1,931 39
	<hr/>
	\$21,171 95
	<hr/> <hr/>

MURRAY CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$2,840 91
Special repairs under head of income—	
To rebuild piers wth concrete, east end..	293 75
	<hr/>
Total..	\$3,134 66
	<hr/> <hr/>

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RIDEAU CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs.. \$54,495 63

Special repairs under head of income—

To rebuild retaining walls at foot of locks, Ottawa .. 4,997 90

To provide ferry scow.. 275 00

Total.. \$59,768 53

TRENT CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows :—

Ordinary repairs under the head of staff and repairs....\$ 33,398 85

Special repairs under the head of income :—

TRENT—

Improvements.. \$ 14,522 31

Repairs to guard gates.. 1,730 80

Repairs and renewals to Trent and Bensfort
bridges.. 4,585 33

One dredging engine, boiler and steel boom, and
completion dredge.. 4,500 00

To complete dump scows.. 691 92

Contribution towards construction of a road
across McLaren's creek.. Nil.

————— 25,030 36

—————
\$58,429 21

ST. PETER'S CANAL.

Operation.

There was no interruption to navigation on this canal for the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, as follows :—

Ordinary repairs under the head of staff and repairs . . . \$ 253 65

CULBUTE CANAL.

This canal has been abandoned for navigation purposes.

Summary.

Cost of maintenance and operation of the canal system for the year ended June 30, 1906.. . . .	\$1,250,612 89
Net revenue of canals after deducting refunds.. . . .	78,009 21
Excess of cost of maintenance and operation over revenue.... .	\$1,172,603 68

TABLE showing the dates of opening and closing of the canals for the season of 1905-06.

Name of Canal.	Navigation opened 1906.	Navigation closed 1905.
Lachine	April 29	December 2
Soulanges	" 23	.....
Cornwall.....	" 17	December 7
Farran's Point.....	" 17	" 7
Rapide Plat.....	" 17	" 7
Galops.....	" 17	" 7
Murray	" 14	" 6
Welland.....	" 16	" 16
Sault Ste. Marie	" 14	" 20
Grenville.....	" 30	November 30
Carillon... ..	" 30	" 30
Ste. Anne's.....	" 19	" 30
Chambly.....	May 1	" 30
St. Ours.....	April 18	" 29
Rideau..... { At Ottawa.....	" 28	" 29
{ At Kingston.. ..	" 30	" 29
Trent.....	" 10	December 26
Beauharnois	May 1	November 30
St. Peter's	April 23	January 9

CANAL STATISTICS.

These statistics are for the season of 1905, they have, as usual, been prepared by Mr. R. Devlin, the officer in charge of the canal statistics office.

TABLE showing the tons of freight passing through each canal, the number of trips of vessels passing through each canal for the season ended December, 1905.

Name of Canal.	Tons of Freight passed through	No. Tolls charged.	No. of Trips of Vessels passing through.
Welland.....	1,092,050	157,478 61	1,595
St. Lawrence.....	1,752,855	128,610 73	9,996
Chambly	447,069	28,391 88	3,343
Ottawa.....	390,771	28,949 43	2,152
Rideau.....	59,864	5,589 43	4,715
S. Peter's.....	81,077	2,911 96	1,595
Trent.....	29,421	1,309 13	2,046
Murray.....	45,231	1,205 89	707
Sault Ste. Marie.....	5,473,406	No tolls.	5,662

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GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.

RAILWAY SUBSIDIES.

The subsidies voted for railways, as stated in previous annual reports, are in such a form that it is not possible to show the amount of cash subsidy granted, as the amount of subsidy will, in many cases, be based upon the cost of each road. For this reason it is not possible to give the amount of each subsidy available ; but, the amount paid will be shown in the statements in Paris 1 and 2, also the number of miles of railway for which subsidy is granted per mile, which was available, and the number of miles of railway built up to July 1, 1906, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to July 1, 1906, with the number of miles built.

CANAL STATISTICS.

These statistics are for the season of 1905. They have been prepared by Mr. R. Devlin, the officer in charge of the canal statistics.

COMPARATIVE Statement, for seasons of 1905 and 1904, showing the amounts that would have been collected had not the canals been made free.

Name of Canal.	Season of 1905.	Season of 1904.
	\$ cts.	\$ cts.
Welland Canal	157,478 61	117,562 01
St. Lawrence Canals.	128,610 73	111,726 25
Chambly Canal.....	28,391 88	27,451 87
Ottawa Canal	28,949 43	22,244 72
Rideau Canal	5,589 43	4,804 98
St. Peter's Canal.....	2,911 96	2,745 75
Trent Canal	1,309 13	1,333 15
Murray Canal.....	1,205 89	1,097 82
Sault Ste. Marie Canal	No tolls.	No tolls.
Total	354,447 06	288,966 55

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COMPARATIVE Statement of Tons of freight which passed through the canals in seasons of 1904 and 1905.

Name of Canal.	Season of 1905.	Season of 1904.	Number of trips of vessels passing through	
			Season of 1904.	Season of 1905.
Welland Canal.....	1,092,050	811,371	1,433	1,595
St. Lawrence Canals	1,752,855	1,427,316	8,678	9,996
Chambly Canal.....	447,069	448,187	3,475	3,343
Ottawa Canal.....	390,771	335,993	1,805	2,152
Rideau Canal	59,864	55,120	4,042	4,715
St. Peter's Canal.....	81,077	73,416	1,654	1,595
Trent Canal.....	29,421	45,689	2,287	2,046
Murray Canal	45,231	28,439	768	707
Sault Ste. Marie Canal.....	5,473,406	5,030,705	3,962	5,662
Total.....	9,371,744	8,256,236	28,104	31,811

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SUMMARY of Tables of Steam Railways for the years ended June 30, 1905, and June
June 30, 1906.

	June 30, 1905, Steam Railways only.	June 30, 1906, Steam Railways only.
Miles of railway completed (track laid)	20,601	21,518
" sidings	3,632	4,085
" iron rails in main line	68	74
" steel rails	20,533	21,444
" " (double track)	838	878
Capital paid (including the 4 following items)	1,248,666,414	1,332,498,705
Government (Dominion and Provincial) bonuses paid	208,208,070	216,853,117
" " " loans paid	20,613,489	20,613,489
" (Provincial only) subscriptions to shares paid	300,000	300,000
Municipal aid paid	17,198,211	17,125,164
Miles in operation	20,487	21,353
Gross earnings	106,467,199	125,322,865
Working expenses	79,977,574	87,129,434
Net earnings	26,489,625	38,193,431
Passengers carried	25,288,723	27,989,782
Freight carried (tons)	50,893,957	57,966,713
Train mileage	65,934,114	72,723,482
Passengers killed	35	16
Number of elevators	281	320
" highway crossings at rail-level, with watchman	222	203
" " " without watchman	13,746	12,962
" overhead bridges, highway crossings over railway	472	431
" highway crossings under railway	329	336
" farm " " "	251	394
" level crossings of other railways	295	315
" junction with other railways	390	374
" " branch lines	234	265
" engines owned	2,808	2,911
" " hired	98	20
" sleeping cars owned	169	216
" " hired	25	19
" parlor cars owned	41	92
" " hired	4	4
" dining cars owned	58	75
" " hired	5	5
" official cars owned	61	61
" first class cars owned	1,195	1,243
" " hired	90	46
" second class and immigrant cars owned	680	715
" " " hired	3	1
" baggage, mail and express cars owned	784	838
" " " hired	12	4
" refrigerator cars owned	1,455	1,487
" " hired	56	168
" cattle and box freight cars owned	55,060	61,081
" " " hired	2,169	848
" platform cars owned	18,348	18,496
" " hired	321	29
" coal cars owned	8,552	8,287
" " hired	235	8
" conductors' vans owned	1,363	1,416
" " hired	15	6
" tool cars owned	802	1,325
" " hired	4	
" snow ploughs owned	319	340
" " hired		1
" flangers owned	202	199
" " hired		6
" other rolling stock	*2,126	2,868
Included in the above there are the following :—		
Number of cars with air brakes owned	75,429	85,616
" " " hired	2,749	826
" " with automatic couplers owned	82,122	91,015
" " " hired	3,259	167

* Includes steam cranes, steam shovels, derricks, boarding cars, pile drivers, &c.

SESSIONAL PAPER No. 20

SUMMARY of Tables of Electric Railways for the years ended June 30, 1905, and
June 30, 1906.

	Comparative Statement.	
	June 30, 1905.	June 30, 1906.
Miles of railway completed (track laid).....	793	814
" sidings	35	45
" iron rails in main line.. ..	25	3
" steel " "	768	811
" " " double track.....	186	195
Capital paid (including the 3 following items).....	61,033,321	63,857,970
Government (Dominion and Provincial) bonuses paid	60,800	60,800
Municipal aid paid	173,000	173,000
Miles in operation	793	814
Gross earnings	9,357,125	10,966,872
Working expenses.	5,918,194	6,675,038
Net earnings.. . . .	3,438,931	4,291,834
Passengers carried.....	203,467,317	237,655,074
Freight carried (tons)	510,350	506,024
Car mileage.	45,959,101	50,618,836
Passengers killed.....	30	12
Number of highway crossings at rail-level with watchman.....	10	14
" " " without watchman.....	273	288
" overhead bridges highway crossings over railway.....	26	28
" highway crossings under railway	9	9
" farm crossings under railway.....	2	2
" level crossings of other railways.....	117	124
" junctions with "	46	46
" " branch lines.....	11	13
" power-houses (steam power) owned.....	38	41
" " " hired		
" " (water-power) owned.....	10	12
" " " hired.....	3	3
" passenger cars (motor) owned.....	2,278	2,389
" " " hired		
" " (trailers) owned.....	260	266
" official cars owned.....	3	3
" locomotives owned	12	11
" baggage, mail and express cars owned.....	13	15
" cattle and box freight cars owned	14	20
" platform cars owned... ..	66	80
" tool cars owned.....	15	13
" snow ploughs owned.....	39	43
" snow sweepers owned	77	89
" other rolling stock owned.....	21	*21

* Includes 2 Conductor's vans, 3 coal and dump cars and 16 refrigerator cars.

RAILWAYS

DISTANCES OF THROUGH RAILWAY ROUTES

FROM THE

ATLANTIC TO THE PACIFIC.

LENGTHS OF THE GOVERNMENT RAILWAYS.

CANALS

LENGTHS AND LOCATIONS OF THE DOMINION CANALS AND THE
INTERMEDIATE WATERS

WITH THE

DIMENSIONS OF LOCKS.

MAPS

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RAILWAYS.

The following shows the several routes of railway giving through communication between the Atlantic and Pacific coasts:—

The routes available between Halifax and Montreal are four in number, in all of which the Intercolonial is used, either in whole or in part, as follows:—

Halifax to Montreal.

	Miles.
1. Intercolonial Railway, via Lévis, to Montreal.. . . .	837
2. Intercolonial Railway to St. John.. . . .	275
Canadian Pacific Railway, from St. John to Montreal..	480
Total.. . . .	755
3. Intercolonial Railway to St. John...	275
Canadian Pacific Railway, from St. John to Vanceboro'.	90
Main Central Railway, from Vanceboro' to Danville Junction.. . . .	224
Grand Trunk Railway, from Danville Junction to Montreal.. . . .	270
Total.. . . .	859
4. Intercolonial Railway to St. John...	275
Canadian Pacific Railway from St. John to Edmundston.	170
Temiscouata Railway, from Edmundston to Rivière du Loup.. . . .	81
Intercolonial Railway, from Rivière du Loup to Montreal.. . . .	278
Total.. . . .	804

St. John to Montreal.

1. Intercolonial Railway, via Lévis, to Montreal.. . . .	740
2. Canadian Pacific Railway to Montreal.. . . .	480
3. Canadian Pacific Railway to Edmundston.. . . .	170
Temiscouata Railway, from Edmundston to Rivière du Loup.. . . .	81
Intercolonial Railway, from Rivière du Loup to Montreal.. . . .	278
Total.. . . .	529

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MONTREAL, OR QUEBEC, TO THE PACIFIC OCEAN.

Montreal to Vancouver.

	Miles.
1. Canadian Pacific Railway to Vancouver	2,906
Canadian Pacific Railway from North Bay to Vancouver	2,546
	<hr/>
2. Grand Trunk Railway to North Bay.	560
	<hr/>
Total.	3,102
	<hr/>

Quebec to Vancouver.

	Miles.
1. Canadian Pacific Railway to Vancouver.	3,052
	<hr/>
2. Intercolonial Railway to Montreal	162
Canadian Pacific Railway from Montreal to Vancouver..	2,906
	<hr/>
Total	3,068
	<hr/>
3. Grand Trunk Railway to Montreal.. . . .	172
Canadian Pacific Railway from Montreal to Vancouver..	2,906
	<hr/>
Total	3,078
	<hr/>
4. Grand Trunk Railway to North Bay.. . . .	732
Canadian Pacific Railway from North Bay to Vancouver	2,542
	<hr/>
Total.	3,274
	<hr/>

The Canadian Pacific Railway was opened for through traffic on June 28, 1886.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic ocean ports, namely, Point du Chene, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended June 30, 1906, was 1,445·95 miles, and for freight branches 12·50 miles, making a total of 1,457·42 miles.

The following are the through distances:—

	Miles.
Halifax to Montreal, via Lévis	837
St. John to Montreal, via Lévis.. . . .	740
Sydney to Montreal, via Lévis.. . . .	990
North Sydney to Montreal, via Lévis	983

Freight carried direct via St. Henri to Montreal, which would reduce each of the above distances by 3 miles.

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial Railway, to Windsor, a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.		Miles.
Souris to Tignish..		166
Mount Stewart to Georgetown..		24
Charlottetown to Royalty Junction..		5
Emerald Junction to Cape Traverse..		13
Alberton to Cascumpec wharf..		1
Charlottetown to Murray Harbour..		52·3
		<hr/>
		261
		<hr/>

Communication between the Prince Edward Island Railway and the Intercolonial Railway is afforded in summer by steamer between Summerside and Point du Chene, between Charlottetown and Pictou and between Georgetown and Pictou, and in winter by specially built steamers between Georgetown and Pictou and between Charlotte-town and Pictou. There is also further provision made for communication by ice boats between Cape Traverse on Prince Edward Island and Cape Tormentine on the mainland, a distance of about 9 miles, at which latter place connection is made with the New Brunswick and Prince Edward Island Railway, about 40 miles in length, connecting with the Intercolonial Railway at Sackville. This winter service across the Straits of Northumberland is efficiently worked by the Marine and Fisheries Department.

CANALS.

The following statements give in concise form the essential features of the gov-ernment canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

SESSIONAL PAPER No. 20

First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

	Miles.
1. Lachine Canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges Canal	14
Lake St. Francis and River St. Lawrence	33
3. Cornwall Canal	11
River St. Lawrence	5
4. Farran's Point Canal	1
River St. Lawrence	10
5. Rapide Plat Canal	3½
River St. Lawrence	4
6. Galops Canal	7½
River St. Lawrence and Lake Ontario	236
7. Welland Canal	26¾
Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie Canal	1½
Lake Superior to Port Arthur	266
<hr/>	
Total	1,223½
<hr/>	
To Duluth	1,357
Chicago	1,286
<hr/>	

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau Canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent Canal (not completed).

Fifth.—Ocean to the Bras d'Or Lakes.

1. St. Peter's Canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 miles. The distance to Chicago, 2,272 miles.

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From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

The improvement of the United States channels in St. Mary's river has been continued from year to year, so that the dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. Excavation has now been commenced to afford 21 feet at the lowest stage of water.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of

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that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL

Length of canal.. . . .	8½ statute miles
Number of locks.. . . .	5
Dimension of locks.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	45 feet.
Depth of water on sills, at two locks.. . . .	18 “
Depth of water on sills, at three locks.. . . .	14 “
Average width of new canal.. . . .	150 “

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Length of canal.. . . .	14 statute miles.
Number of locks	{ lift.. . . . 4
	{ guard.. . . . 1
Dimensions of locks.. . . .	280 feet by 45 feet.
Total rise or lockage.. . . .	84 feet.
Depth of water on sills.. . . .	15 “
Breadth of canal at bottom.. . . .	100 “
Breadth of canal at water surface.. . . .	164 “
Number of arc lights.. . . .	219 of 2,000 c.p. each.

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.

From the head of the Lachine to the foot of the Soulanges the distance is sixteen miles.

CORNWALL CANAL.

Length of canal	11 statute miles.
Number of locks.. . . .	6
Dimension of locks.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	48 feet.
Depth of water on sills.. . . .	14 “
Breadth of canal at bottom.. . . .	100 “
Breadth of canal at water surface.. . . .	164 “
Number of arc lights.. . . .	350

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The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, 38¾ miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall Canal extends past the Long Sault Rapids from the town of Cornwall to Dickenson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

Length of canal.. . . .	1 mile.
Number of locks.. . . .	1
New lock.. . . .	800 feet by 45 feet.
Old lock.. . . .	200 "
Total rise of lockages.. . . .	3½ feet.
Depth of water on sills of new lock.. . . .	14 "
Depth of water on sills of old lock.. . . .	9 "
Breadth of canal at bottom.. . . .	90 "
Breadth of canal at water surface.. . . .	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal.. . . .	3¾ miles.
Number of locks.. . . .	2
Dimensions of locks.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	11½ feet.
Depth of water on sills.. . . .	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface water.. . . .	152 "

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal..	7½ miles.
Number of locks....	3
Dimension of locks, one of which is a guard-lock.. . . .	{ 1-800 by 45. 2-270 by 45.
Total rise or lockage..	15½ feet.
Depth of water on sills..	14 “
Breadth of canal at bottom..	80 “
Breadth of canal at surface of water..	144 “

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Port Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western pier heads.. . . .	5½ miles.
Breadth at bottom..	80 feet.
Breadth at water surface..	126 “
Depth below lowest known lake level..	11 “
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged on New Line.
Length of canal..	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3).	•	2
Number of locks. { guard.....	26	25
{ lift.....	1	1
Dimensions.....	{ 1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 200 x 45 24 locks 150 x 45 } 270 feet x 45 feet.	
Total rise or lockage..	326¾ feet.	326¾ feet.
Depth of water on sills..	10¼ “	14 “

WELLAND RIVER BRANCHES.

Length of canal—

Port Robinson Cut to River Welland.. . . .	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct..	300 feet.
Chippewa Cut to River Niagara..	1,020 feet.

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This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's Lock.	Grenville Canal.
Carillon Canal.	Rideau Canal.

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Interme- diate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal.....	8½	
From Lachine to Ste. Anne's lock	15	23
Ste. Anne's lock and piers.....	2	23
Ste Anne's lock to Carillon canal.....	27	50
The Carillon canal.....	3	51
From Carillon to Grenville canal.....	6½	57
The Grenville canal.	3	63
From the Grenville canal to entrance of Rideau navigation.....	56	119
Rideau navigation ending at Kingston.....	126½	245

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal..	½ mile.	½ mile.
Number of locks..	1	1
Dimensions of locks..	200 x 45 feet.	190 x 45 feet.
Total rise or lockage.	3 feet.	3 feet.
Depth of sills..	9 "	6 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal.. . . .	$\frac{3}{4}$ mile.
Number of locks.. . . .	2
Dimensions of locks.. . . .	200 x 45 feet.
Total rise or lockage.. . . .	16 feet.
Depth of water on sills.. . . .	9 “
Breadth of canal at bottom.	100 “
Breadth of canal at water surface.. . . .	110 “

This canal overcomes the Carillon rapids.

From Ste. Anne’s lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal... . .	$5\frac{3}{4}$ miles.
Number of locks.. . . .	5
Dimensions of locks.. . . .	200 x 45 feet.
Total rise or lockage.. . . .	$43\frac{3}{4}$ feet.
Depth of water on sills.. . . .	9 “
Breadth of canal at bottom.. . . .	40 to 50 feet.
Breadth of canal at surface of water.. . . .	50 to 80 “

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters	126 $\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston...	{ 35 ascending. 14 descending.
Total lockage.. . . . 446 $\frac{1}{4}$ feet	{ 282 $\frac{1}{4}$ rise and 164 fall } at high water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches.. . .	4 $\frac{1}{2}$ “
Breadth of canal reaches at bottom.. . . .	{ 60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water... . .	80 feet in earth.

PERTH BRANCH.

Length of canal..	6 miles.
Number of locks..	2
Dimensions of locks..	134 feet x 32 feet.
Total rise or lockage..	26 "
Depth of water on sills..	5 " 6 inches
Length of dam..	200 "
Breadth of canal at bottom	40 "
Breadth of canal at surface at water..	{ 60 " in clay. 40 " in rock.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards of Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

- 1. The summit level, supplied by the Wolfe lake system.
- 2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
- 3. The south-west descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and down the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

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The following table shows the distances between Sorel and New York:—

Section of Navigation.	Interme- diate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock.....	14	14
St. Ours lock to Chambly canal.....	32	46
Chambly canal.....	12	58
Chambly canal to boundary line..	23	81
Boundary line to Champlain canal.....	111	192
Champlain canal to junction with Erie canal.....	66	258
Erie canal from junction to Albany.....	7	265
Albany to New York.....	146	411

ST. OURS LOCK AND DAM.

Length.....	$\frac{1}{8}$ mile.
Number of locks.....	1
Dimensions of locks.....	200 feet by 45 feet.
Total rise or lockage.....	5 feet.
Depth of water on sills.....	7 feet at low water.
Length of dam in eastern channel ..	300 “
Length of dam in western channel..	690 “

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks ..	9
Dimensions of locks :—	
Guard lock, No. 1 at St. Johns.....	122 feet.
Lift “ 2 ..	124 “
“ “ 3, 4, 5, 6 ..	118 “
“ “ 7, 8, 9 combined..	125 “
Total rise or lockage ..	74 “
Depth of water on sills.....	7 “
Breadth of canal at bottom.....	36 “
Breadth of canal at surface of water..	60 “

From 22½ to 24 feet wide.

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term ‘Trent canal’ is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence across Lake Simcoe to the Severn river; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:—

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Milé rapids..	—	9
Nine Mile rapids to Percy landing..	19½	—
Percy landing to Heeley’s Falls dam..	—	14½
Heeley’s Falls dam to Peterborough..	51¾	—
Peterborough to Lakefield..	—	9½
Lakefield to a point across Balsam lake.. . . .	61	—
Balsam lake to Lake Simcoe..	—	18¾
Across Lake Simcoe to Severn river..	18	—
Lake Simcoe to Georgian bay via Severn river..	—	14
	150½	65¾
Total distance, Bay of Quinté to Georgian bay.. . . .		212
From Sturgeon Point on Sturgeon Lake, 48¾ miles from Lake- field, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh Rapids, Lovesick, Buckhorn Rapids, Bob-

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caygeon, Fenelon Falls and Rosedale; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, $9\frac{1}{2}$ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, $9\frac{1}{2}$ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal. The lock here, it should be observed, is controlled by the Provincial government.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about $2\frac{1}{4}$ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, $15\frac{3}{4}$ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1	Lock at Rosedale,	100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.
2	Locks at Fenelon...	134' x 33' x 5' 0" to 7' 6" depth of water on mitre sill.
1	“ Lindsay ..	134' x 33' x 5' 0" to 7' 0" “ “
1	“ Bobcaygeon ..	134' x 33' x 5' 8" to 7' 6" “ “
1	“ Buckhorn. ..	134' x 33' x 5' 0" to 9' 0" “ “
1	“ Lovesick.. ..	134' x 33' x 5' 0" to 9' 4" “ “
2	“ Burleigh.. ..	134' x 33' x 6' 0" to 8' 0" “ “
1	“ Young's Point (a provincial government work)	134' x 33' x 5' 0" to 14' 0" depth of water on mitre sill.
1	“ Peterborough. .	134' x 33' x 5' 0" to 10' 0" depth of water on mitre sill.
1	“ Chisholm's. . .	134' x 33' x 5' 0" to 8' 6" “ “
1	“ Hastings. . .	134' x 33' x 7' 0" to 10' 6" “ “
1	Hydraulic lift lock at Ashburnham.	

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ST. PETER'S CANAL, CAPE BRETON.

Length of canal..	About 2,400 feet.
Breadth at water line..	55 feet.
Lock ..	One tidal lock, 4 pairs of gates.
Dimensions..	200 feet by 48 feet.

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Depth of water on sills	18 feet at lowest water.
Depth through canal.	19 feet.
Extreme rise and fall of tide in St. Peter's bay.	4 feet.

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Length of canal.	12 statute miles.
Number of locks.	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage.	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface.	120 "

As the new Soulanges canal is now opened for navigation the Beauharnois canal is practically abandoned for navigation purposes.

I have the honour to be, sir,
Your obedient servant,

M. J. BUTLER,
Deputy Minister and Chief Engineer of Railways and Canals.

The Honourable H. R. EMMERSON,
Minister of Railways and Canals.

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INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., August 27, 1906.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended June 30, 1906.

I inclose the report of the chief engineer on the works charged to capital account, the report of the engineer of maintenance on the repair and renewal of the permanent way, buildings and works, and the report of the superintendent of motive power and of the mechanical accountant, with the statements relating to the mechanical department; also the following statements of the accounts of the railway prepared by the chief accountant and treasurer:—

- 1. Capital account.
- 2. Revenue.
- 3. Locomotive power.
- 4. Car expenses.
- 5. Maintenance of way and works.
- 6. Station expenses.
- 7. General charges.
- 8. Special votes.
- 9. General stores.
- 10. General balance.
- 11. Comparative statement of averages.

The length of railway in operation during the year was 1,445·92 miles.

The extension from North Sydney to Sydney Mines, 2·70 miles in length, although not entirely completed, was opened for traffic on June 25, 1906

CAPITAL ACCOUNT.

The cost of road and equipment on June 30, 1905, was \$77,473,557·73
The additions during the year were as follows:—

To increase accommodation at Sydney.. . . .	\$ 54,432 22
Original construction.. . . .	778 57
To strengthen bridges.. . . .	244,582 68
To increase accommodation at Lévis.. . . .	6,287 09
Air-brakes to freight cars.. . . .	25,048 56
New machinery for locomotive and car shops.. . . .	20,641 83
To exchange drawbars of freight cars.. . . .	16,000 00
To dredge and blast rock at deep water terminus, Halifax.. . . .	237 16
Improvements at Little Métis.. . . .	4,926 74
New station at Windsor.. . . .	16,605 25
Increased accommodation at Stellarton.. . . .	22,568 17
Engine-house, machine shop, &c., at Rivière du Loup.	26,548 04
Engine-house, &c., Chaudière Junction.. . . .	26,492 93
Increased accommodation at St. John.. . . .	75,784 53
To increase accommodation at Pictou.. . . .	100,531 90
Improvements at North Sydney.. . . .	7,409 97
To increase accommodation at Ste. Flavie.. . . .	23,994 66
Protection to Grand Narrows bridge.. . . .	23,592 92

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Double-tracking parts of line.. . . .	\$ 206,948 74
Increased accommodation at Truro.. . . .	99,743 50
To reduce curve at Birch Cove.. . . .	39,798 17
Diversion of line at St. Leonard Junction.. . . .	4,894 98
Diversion of line at Mitchell.. . . .	1,780 37
To increase accommodation at Moncton.. . . .	88,187 08
To increase accommodation at Halifax.. . . .	304,371 66
Drummondville, improvements at.. . . .	13,392 15
Increased accommodation at Antigonish.. . . .	5,889 21
Newcastle, improvements at.. . . .	1,489 05
Campbellton, improvements at.. . . .	1,339 71
Sackville, improvements at.. . . .	1,255 00
New Glasgow, increased accommodation at.. . . .	14,318 84
Additional sidings and spur lines.. . . .	120,127 39
St. Moise, station at.. . . .	2,525 97
Increased accommodation at Memramcook.. . . .	4,114 45
Subway near St. Fabien.. . . .	18 00
To increase accommodation at Amherst.. . . .	8,270 42
Semaphores at stations.. . . .	2,502 84
Rolling stock.. . . .	1,291,234 77
Improving grades on line.. . . .	18,906 40
Extension to Sydney Mines.. . . .	42,402 70
Steel rails and fastenings.. . . .	379,956 74
To increase water supply.. . . .	32,007 84
Increased accommodation and facilities along line..	42,016 37
Elevator at Halifax.. . . .	3,474 35
To put railway between Indiantown and Blackville into condition for operation.. . . .	959 96
Fredericton and St. Mary's bridge.. . . .	300,000 00
Coal handling machinery and appliances.. . . .	36,781 02
Total.. . . .	\$ 3,765,170 90
Making the total cost on June 30, 1906.. . . .	81,238,728 63

Air-brakes to freight cars.

Two hundred and thirty-eight freight cars were equipped during the year with Westinghouse automatic quick-action air-brakes.

New machinery for locomotive and car shops.

This is for additional machinery for the construction and repair of locomotives and cars, and for the installation of it.

To exchange drawbars of freight cars.

Three hundred and twenty freight cars were changed from the link and pin draw-bar to the M.C.B. coupler.

Rolling stock.

Sixteen Pacific type locomotives for passenger service, five combined second-class sleeping and baggage cars, three hundred and sixty box freight cars, twenty-five refrigerator cars, one hundred and thirty convertible dump cars, twenty freight vans, ten wing elevator snow-ploughs, two double-track snow-ploughs, two flanger cars and two ballast plough cars were purchased.

Coal handling machinery and appliances.

The coal used by the railway comes from mines in Nova Scotia and New Brunswick, and it has usually been hauled by train to all parts of the line. It was consid-

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ered that it would be more economical to have the coal which is required at the more distant points carried there by water, and the railway wharfs at several points were prepared for this, and five steam cranes were purchased to transfer the coal from vessels to cars or wharfs.

Explanations in regard to the other expenditures on capital account will be found in the report of the Chief Engineer.

REVENUE ACCOUNT.

A strong effort was made during the year to make the earnings and the working expenses balance, and the statements sent herewith shew that this desirable result has been attained.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings..	\$7,643,829 90
Working expenses	7,581,914 36
	<hr/>
Surplus	\$ 61,915 54
	<hr/>

The gross earnings compare as follows with those of the previous year:—

In 1905-06..	\$7,643,829 90
In 1904-05..	6,783,522 83
	<hr/>
Increase	\$ 860,307 07
	<hr/>

The earnings from passenger traffic compare as follows:—

In 1905-06..	\$2,297,716 52
In 1904-05..	2,105,066 75
	<hr/>
Increase..	\$ 192,649 77

The earnings from freight traffic compare as follows:—

In 1905-06..	\$5,019,805 53
In 1904-05..	4,373,178 55
	<hr/>
Increase	\$ 646,626 98

The earnings from mails and express freight compare as follows:—

In 1905-06..	\$326,307 85
In 1904-05..	305,277 53
	<hr/>
Increase..	\$ 21,030 32
	<hr/>

The earnings by mile of railway compare as follows:—

In 1905-06..	\$5,286 48
In 1904-05..	4,795 13
	<hr/>

The earnings by train mile compare as follows:—

	Cents.
In 1905-06..	1·029
In 1904-05..	0·929

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The number of passengers carried compare as follows:—

In 1905-06..	2,737,160
In 1904-05..	2,810,960
Decrease	73,800

There was a decrease of 98,456 in the number of local passengers, and an increase of 24,656 in the number of through passengers.

The weight of freight carried compares as follows:—

	Tons.
In 1905-06..	3,156,189
In 1904-05..	2,782,257
Increase..	373,932

There was an increase in local freight of 294,335 tons, and an increase in through freight of 79,597 tons.

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year:—

Articles.	1904-05.	1905-06.	Increase.	Decrease.
Barrels of flour and meal.....	1,769,480	1,882,630	113,150	
Bushels of grain.....	3,317,910	2,924,226		393,684
Lumber in superficial feet.....	518,434,310	572,878,600	54,444,290	
Head of live stock.....	110,670	106,589		4,081
Coal in tons.	602,377	620,272	17,895	
Manufactured goods in tons.....	632,023	866,955	234,932	
Cords of firewood.....	58,400	47,106		11,294
All other articles in tons.....	504,991	510,080	5,089	

There was an increase over last year in the quantity of the following articles carried: Flour, meal and other mill products, potatoes and other vegetables, calves, horses, pigs, lumber, pulpwood, pit props, telegraph poles, railway ties, tanbark, shingles, clapboards, laths and palings, extract of hemlock bark, coal, ore, stone, lime and cement, brick, sand, iron and other metals, fresh, salted, dried and canned fish, oysters, sugar, salted and fresh pork, fresh beef, hides, skins and leather.

There was a decrease in the quantity of the following: Eggs, hay and straw, apples, horned cattle, sheep and lambs, logs, firewood, clams, molasses and salted beef.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1904-05..	\$8,368,826 75
In 1905-06..	7,441,914 36
Decrease..	\$ 926,912 39

The averages compare with those of last year as follows:—

Per mile run by engines—

In 1905-06..	79.98
In 1904-05..	88.93

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Per mile run by trains—

In 1905-06..	100.23
In 1904-05..	114.69

Working expenses per mile of railway:—

In 1905-06..	\$ 5,146 83
In 1904-05..	5,915 74

The rent paid to the Grand Trunk Railway Company, \$140,000, is not included in the above, as it would disturb the comparison with previous years; no corresponding charge relating to the cost of any portion of the railway having been included in the working expenses previous to the year 1898-99.

The permanent way and structures and all the works of the railway received necessary repairs and are in good order.

During the year 609,244 ordinary ties, and 207 sets of switch ties were put in. 74.88 miles of track were reballasted, 112,333 cubic yards of ballast being used. Two and one-half miles of additional sidings were provided at various points. Bridges, culverts, wharfs and buildings received necessary repairs. The fences were repaired and 191.49 miles of fences were built. The snow sheds and snow fences were repaired.

The rolling stock received necessary repairs, and its general condition is good.

Nineteen box freight cars of thirty tons capacity each were purchased; one box freight car, twenty-six platform cars, and one flanger car were built in the workshops of the railway, all to replace an equal number taken out of service. The box and platform cars were of greater capacity than the ones they replaced.

STORES.

The value of stores purchased was..	\$3,692,365 18
The value of stores used was..	3,860,819 32
The value of material sold was..	329,916 73

The value of stores on hand at the end of the year was:—

Miscellaneous..	\$ 290,358 62
Fuel..	190,395 83
Track materials..	220,194 96
Steel rails and fastenings..	792,774 42
Total..	\$1,493,723 83

GENERAL.

The winter of 1905-06 was comparatively mild, and little delay was experienced from snow storms.

On August 29, 1905, the station, freight-house, coal-shed, and other railway buildings at Belmont were destroyed by a forest fire.

On February 24, 1906, a very destructive fire occurred in the workshops of the railway at Moncton. It started about eight forty-five p.m., in the paint shop, and before it was stopped it had entirely destroyed the paint shop, a wooden building 535 feet long and 65 feet wide, the freight car repair shop, a wooden building 565 feet long and 78 feet wide, the car shop, a two storey brick building, 455 feet long and 78 feet wide, a large brick building containing the steam boilers which supplied the power for all the workshops, a brick building 50 feet long and 40 feet wide used as a storehouse, the boiler shop, a brick building 160 feet by 100 feet, used for making and repairing boilers. This was the last building destroyed, but the machine shop, a brick building

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adjoining, 230 feet by 100 feet was considerably damaged by fire and water. The contents of all the burned buildings were destroyed as there was no time to remove them.

The following rolling stock was destroyed:—

Thirteen passenger train cars, forty-one freight cars of the Intercolonial and other railways, also two steam shovels of the Intercolonial.

The two storey brick car shop was equipped with machinery for building and repairing cars and all this was entirely destroyed. A part of the machinery in the boiler shop was destroyed and the balance was much damaged.

A considerable quantity of railway stores, and also some freight in transit were burned.

In short the entire car building and repairing premises and plant, and a portion of the locomotive premises and plant were destroyed.

Immediately after the fire was extinguished work was commenced upon the ruins. Temporary buildings were rapidly constructed as shelters, but notwithstanding every effort made the delay and inconvenience have been very great and have entailed great loss in the operation of the railway, and this will continue for some time until permanent buildings are erected and equipped with machinery.

Some of the buildings destroyed were new, some had been extended at various times, and further extensions were under consideration at the time of the fire. These extensions, although much needed, in consequence of the increasing business of the railway, had been delayed from time to time because the railway had not sufficient land conveniently situated for the purpose.

After careful consideration of all the circumstances it was decided that it would not be in the best interest of the railway to rebuild on the old site, but that a tract of land sufficient not only for the present but for the future should be procured, and that on it the new and larger buildings required by the increasing traffic of the railway should be erected.

A suitable place was selected in the western part of the city adjoining the main line of the railway, and distant five thousand seven hundred feet from the site of the burned buildings. There an area of 287½ acres was purchased for workshops and other railway purposes. Plans of the new buildings were prepared and two of them, the freight car repair shop, and the planing mill were put under contract, and it is expected that they will be completed this fall. Plans of the other buildings are being prepared.

I regret to record the death of one of the principal officials of the railway, Mr. James E. Price, general superintendent, which took place at Moncton on August 2, 1905, after a short illness of one month. He was born in October, 1854, entered the service of the railway in 1867, and passed through the various grades of telegraph operator, train despatcher, and district superintendent to the position which he occupied at the time of his death.

Although only in his fifty-first year he had served the railway continuously for thirty-eight years. He was much esteemed by all who knew him for his upright and conscientious life and character.

It gives me pleasure to testify to the diligent, faithful, efficient and careful manner in which he performed his duties. In his death the railway sustained a great loss.

The office of general superintendent has not been filled.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

M. J. BUTLER, Esq., C.E.

Deputy Minister and Chief Engineer,

Department Railways and Canals,

Ottawa, Ont.

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INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., August 15, 1906.

Sir,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending June 30, 1906.

To increase accommodation at Sydney.

The new brick and stone passenger station, for which the contract was let last year, has been completed, and electric lighting installed.

Umbrella roofs in connection with the new station were provided, and materials were ordered and preparations made for laying cement platforms.

The old baggage building, the express building, and the building occupied by the trackmaster as an office, were moved and fitted up for the use of the mechanical department.

The old passenger station was moved to new location on Ferry street and converted into offices for the freight department.

Three platforms, 800 feet long by 7 feet wide, and one 40 feet long by 20 feet wide, were provided for use in connection with the cleaning of cars.

A 15-ton pillar crane was provided, and will be erected next year. The material required for the foundation was provided.

Temporary platforms of wood were put down for use of the new passenger station until permanent concrete platforms are laid.

The station yard was graded, and tracks rearranged where required.

Original construction.

Under this vote, amounts were paid to settle claims in favour of: Alexander McKinnon, North Sydney; John A. McDonald, Iona; also legal expenses in connection with the above.

To strengthen bridges.

The following new steel bridges were erected during the year by the Canadian Bridge Company, Limited., Walkerville, Ont.:—Sutherland's river, 1 mile west of West Merigomish station, 1 span rivetted Pratt truss, 161 feet 6 inches; LaPlanche, $\frac{1}{2}$ mile west of Amherst station, 1 span through Pratt truss, 80 feet; Sackville river, 1 mile West Sackville station, 3 spans rivetted Pratt truss, 160 feet each; Salmon river, $\frac{1}{2}$ mile west of Plumweseep station, 2 spans, 100 feet each.

The necessary alterations of the masonry of abutments and piers have been made, new floors put upon these bridges and the work of reconstruction has been completed.

A contract was let for new steel bridges at Hammond river, Elmsdale, Enfield and Shubenacadie. The work of construction of these bridges is well under way, and they will be erected during the coming year. Ten bridges have been painted.

To increase accommodation at Lévis.

The concrete platform in connection with the new station and umbrella roofs was completed.

To dredge and blast rock at Deep Water Terminus, Halifax.

Nothing was done under this vote during the year, except to make soundings and borings.

Improvements at Little Metis.

Additional sidings required were put in.

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New station at Windsor.

A new passenger station and a freight shed were provided, and electric lights installed.

The station yard was rearranged, and additional sidings put in. The roadway that was diverted last year in connection with the new location of the freight shed was completed.

Wood platforms required in connection with the new station and freight house were provided.

Increased accommodation at Stellarton.

A concrete platform was laid in connection with the new station and baggage building. Electric lights were installed. An addition was made to the existing freight shed. An extension of two stalls was made to the engine-house. The coal trestle was extended. The yard was rearranged, the necessary grading done, and additional sidings put in.

Engine-house, &c., at Rivière du Loup.

An 80,000 gallon water tank was erected. The yard was rearranged; additional tracks were put in, and sidings extended. Hose and a horse-reel were supplied for fire protection. Electric lighting was installed in the new engine-house and machine-shop.

Engine-house, &c., at Chaudière Junction.

Considerable grading was done, and 8,579 feet of sidings were put in the new yard. Improvements were made to the water service.

Fire hydrants, hose and hose-reel were installed for fire protection.

Plans and specifications were prepared for a building for stores and offices.

Electric lighting was installed in engine-house and freight-shed.

To increase accommodation at St. John.

The extension to the train shed was completed. The baggage-room was extended, and the rooms on the second floor were fitted up for rest-rooms for the trainmen, and provided with steam heating, up-to-date plumbing, electric lights, &c. Additional room was provided for express offices.

The rest-room for enginemen, in connection with the new engine-house, was supplied with desks, tables, chairs, stoves and shower baths, &c.

The steel work for the two overhead bridges—Wall and Stanley streets—was provided, and will be erected next year. Jardine's bridge, over the Marsh creek, at the west end of the yard, was widened to allow a second track to be laid. A bridge was also built over the Marsh creek, for a passage way from the city road to the engine-house.

The water service was extended.

Considerable grading was done, and additional sidings were put in.

An electric light plant was installed in the new round house.

To increase accommodation at Pictou.

The brick and stone building for passenger station and baggage room was completed. Umbrella roofs and concrete platforms in connection with the new station were provided. Electric lighting for the station and umbrella roofs was installed.

A contract was let for a 9-stall engine house, and the work of construction is well under way. The work of building and filling sea-wall, track laying, &c., in connection with new engine house is being done, and will be completed next year. A new turntable was purchased, and will be erected next year.

The creosoted pile wharf, for which the contract was let last year, was completed.

An additional lifting gangway was provided at the wharf, for the accommodation of passengers and freight landing from the steamers.

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A retaining wall was built for the protection of the embankment between the custom house and the new station.

Considerable grading was done to yard, and additional sidings put in.

Improvements at North Sydney.

Additional land was purchased for yard accommodation.

Electric lights were installed in station and freight shed.

Some grading was done, and additional sidings put in.

To increase accommodation at Ste. Flavie.

A new ash pit was built. 3,900 feet of new sidings. Improvements were made to the water service. Hose and hose reel were supplied for fire protection. An agreement was made with the Mont Joli Water Company, of Levis, for the construction and maintenance of a main sewer.

Protection to Grand Narrows bridge.

The work in connection with the protection of this bridge has been completed.

Double-tracking parts of the line.

The grading for double track between Stellarton and New Glasgow has been completed, and the second track laid and ballasted.

The grading, track-laying and ballasting for the double track between Rockingham and Bedford, N.S.

The sub-structure for the 3-span double-track bridge over the Sackville river at Bedford, N.S., has been completed, and the steel superstructure will be erected during the coming fiscal year.

To increase accommodation at Truro.

The construction work of the 30-stall engine house was carried on during the year, and the building will be completed next year. A contract was let for the installation of boilers, induced draft plant, steam pumps, air compressor, hot blast system of heating, and piping, for the engine house, and the work partly completed.

An 80,000 gallon water tank was erected.

A 75-foot turntable was purchased and delivered on the ground, and will be erected in place during the year 1906-07.

An extension was made to the existing baggage room, to be used as a mail room.

A large quantity of excavation was done for additional sidings and tracks for approaches to new engine house.

The five-foot culvert at the east end of the yard, on the main line to Pictou, was widened for another track, and the siding extended.

To reduce curve at Birch Cove.

The grading, track-laying and ballasting in connection with this work have been completed.

Diversion of line at St. Leonard Junction.

The track-laying and ballasting on this diversion will be completed as soon as the steel superstructure is erected.

The balance of the right of way has been paid for.

Diversion of line at Mitchell.

The track-laying and ballasting on this diversion will be completed as soon as the steel superstructure is erected.

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To increase accommodation at Moncton.

The addition of a second storey to the brick car shop was completed, and the materials for the hot blast heating apparatus were provided. Before the apparatus was put in place, this building, as well as the paint shop, the freight car repair shop, the boiler shop, and the power house, was destroyed by fire on February 24,—wiping out all efforts for the enlargement and remodelling of the shops during the past number of years.

A new site was selected on the northern line leading to Montreal for the new lay-out, and proceedings started to procure the necessary land required, a part of which became vested in the Crown before the end of the fiscal year.

Plans and specifications were prepared and tenders asked for the first two buildings, viz.: freight car repair shop and planing mill.

To increase accommodation at Halifax.

The work in connection with the building, and overhead passage way, for improved accommodation for immigrants, has been completed; electric lighting was installed. The cribwork for strengthening under shed on pier No. 2 was also completed.

The buildings on the properties purchased last year on the upper side of Water street—between North street and the grain elevator—were advertised for sale, and they will be removed during the year 1906-7.

The quay wall of cribwork, for which the contract was let last year, has been completed. Part of the sidings required in connection with the quay wall of cribwork were put in. The filling required for additional yard room between the shore and the quay wall of cribwork was carried on during the year; the material used was hauled by train from the borrow pit purchased from Patrick M. Duggan at Lakeview.

Tracks were laid on the Intercolonial Railway property between the elevator and Cornwallis street.

Improvements were made to North street station and the umbrella roofs.

Creosoted material and hard pine, required in connection with the proposed extension to pier No. 8, were purchased.

Creosoted piles required in connection with the proposed flour shed and wharf, pier 5½, were also provided.

Land required for site of engine house and shops, on Kempt road, Windsor and Young streets, was purchased. Lay-out plans in connection with the proposed engine house and shops were made.

The carpenter shops and hard coal shed and trestle were moved and fitted up in the west end of Richmond yard; this was necessary on account of constructing the quay wall of cribwork.

Soundings were made between piers Nos. 3 and 4, and in docks Nos. 5½, 7 and 8.

The pole line on Water street was changed.

Electric lighting was installed in freight shed on pier No. 8.

Drummondville, improvements at.

The brick and stone passenger station was completed. Electric lighting and a hot water system of heating were installed in the new station. A concrete platform was partly laid in connection with the station.

Additional land was purchased for yard room.

A contract was let for the moving of the old station to a new location and converting it into a freight shed, and for remodelling and building an extension to the existing engine house.

An 80,000 gallon tank was erected.

Increased accommodation at Antigonish.

The new station, for which the contract was let last year, was completed. Electric lighting and a hot water system of heating were installed in the new station.

The old station was moved and joined to the east end of the existing freight shed, to enlarge the accommodation for handling freight.

Considerable grading was done and the main line raised.

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Newcastle, improvements at.

A new ash pit was built; the track leading to it, and an office for the train despatchers, were provided.

Campbellton, improvements at.

A survey was made for the extension to the water service, and the materials required in connection with this were ordered.

The land required for site of reservoir and pipe line was bought and paid for.

Diversion of public road to eliminate a crossing at rail level between St. Cyrille and Drummondville..

Nothing was done under this vote.

Sackville, improvements at.

A survey was made for a water service to the station, and the right of way for pipe line was paid for.

New Glasgow, increased accommodation at.

An extension was made to the existing freight shed. A pillar crane was erected. A loading platform was provided.

The yard was re-modelled, and additional sidings put in. The second track connecting with the double track between Stellarton and New Glasgow was extended through the yard.

Additional sidings and spur lines.

The spur line to Power's mills, near St. Pacome Station, P.Q., has been completed.

	Feet.
St. Andre, crossing siding extended..	735
St. Simon, loading siding extended..	200
Bic, mountain crossing siding put in..	2,500
Windsor junction, additional sidings..	263
Springhill junction, additional sidings put in..	3,180
Glengarry, a loading siding was provided..	
St. Leonard junction, a new siding was put in..	1,680
Between New Glasgow and Woodburn, a crossing siding was put in..	1,450
Sacre Cœur, siding extended..	1,000
Fort Lawrence spur: Right of way paid for; grading, track- laying and fencing completed; ballasting to be done 1906-7..	
Blackville, a new siding put in..	1,150
Pictou Landing, new siding put in..	2,080
Flatlands, new crossing siding..	1,928
Fredericton, a new siding put in	1,030
Marysville, a new siding put in..	811
St. Nicholas, loading siding..	216
St. Moise, siding put in..	190
St. Henri branch, track material charged.	
Oxford Junction, new siding..	1,350
Bartibogue, new siding put in..	416
Cross creek, new siding put in..	650
Cap St. Ignace, a 'Y' was put in..	840
Chatham, a new siding put in..	2,650
Zionville, a new siding put in..	1,228
Blissfield, a new siding put in..	845

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Jefferson's, siding extended..	1,000
South river, new loading siding..	500
Monastery, loading siding..	228
Rivière du Loup, wharf branch..	1,400
Dalhousie Jct., loading siding extended..	565
St. Francois, crossing and loading sidings extended..	926
St. Henri Jct., a new siding was put in..	999
St. Jean Chrysostome, loading siding extended (loading ground graded)..	500
Old Lake road, crossing siding, new..	1,458
Marshy Hope, siding put in	405
Marshy Hope, siding put in..	1,146
O'Brien's siding, new..	252
Kempt, new siding put in..	541
St. Simon, siding extended..	200
St. Louise, crossing siding extended..	714
Trois Pistoles, spur line..	
Wallace, spur line..	

St. Moise, Station at.

The new station was completed, the yard re-arranged, some grading done, and additional sidings put in.

Increased Accommodation at Memramcock.

- A new station and freight house were provided. A concrete platform was laid in connection with the new station.
- The station yard was graded and tracks rearranged.
- Land required for site of new freight shed was purchased.
- A cattle pen was provided.

Subway near St. Fabien.

Nothing was done under this vote during the year, except to make surveys and drawings.

Increased Accommodation at Amherst.

- The yard was rearranged and sidings extended.

Semaphores at Stations.

Electric semaphores were put in at the following places: Truro (south), Amherst (west), Chaudiere Junction, Upper Cross Creek.

Improving Grades on Line.

- The grades were improved at St. Wenceslas and Daveluyville.

To provide one Pile Driver.

- This pile driver was not obtained.

Extension to Sydney Mines.

- The grading and tracklaying of the main line was completed, and ballasting partly done.
- The right of way was paid for.
- Plans and specifications were prepared for a station and freight shed at Sydney Mines.
- Material was delivered on the ground for laying a concrete platform at Sydney Mines.
- The line was partly fenced.

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Steel rails and fastenings.

During the year, 24,973—2,043, 2,240 tons of 80-lb. steel rails were received.

To increase water supply.

A contract was let for the erection of 50,000 gallon water tanks at the following places on the Canada Eastern Division: Gibson, Upper Cross creek, Boiestown, Blackville, Chatham Junction and Loggieville; and they are now under construction.

Land was purchased for laying pipe line at Upper Cross Creek.

Improvements were made to the water service at the following places: St. Fabien, Ste. Anne, Bathurst, L'Islet, Trois Pistoles, Blackville.

Land taken from Peter Grant in connection with the water service at River John was paid for.

To improve telegraph service.

Nothing was done under this vote.

Increased accommodation and facilities along the line.

The following work was done under this appropriation:—

Charlo, a stock pen was provided.

Woodburn, a new passenger station and a platform were provided.

Maccan, the brick passenger station was completed, and a hot air system of heating was put in. A concrete platform is being put down and will be completed during the coming year. The old station was torn down and the material used in the construction of an extension of 42 feet to the existing freight shed, after it was moved to the new locaiton, made necessary on account of the building of the new station. A room for baggage was provided in this new extension. A loading platform was built, and the cattle pen moved. The tracks in the new yard were extended and rearranged.

McKay's Siding, a station building and a platform were provided.

Nash's Creek, a stock pen was built.

Pirate Harbour, the engine-house was completed, and a telegraph office provided.

Shediac, plans and specification were prepared for a new sation, and tenders asked.

Harrisville, a shelter and platform were provided.

Barra Glen, a shelter and platform were provided.

Ste. Perpetue, plans and specifications were prepared for a new station, and tenders asked.

St. Moise, a stock pen was provided.

Union, a new station and a platform were provided.

Gordon's Summit, a shelter and platform were provided.

Folleigh Lake, an addition was made to the existing station.

Rogersville, an extension was made to the freight shed.

Sunny Brae, a shelter and platform were provided.

Chancellor, a new station and a platform were provided.

Kent Junction, an addition was made to the existing station.

Rivière Ouelle, an ice house was provided.

St. Henri Junction, an extension was built to the existing freight shed.

Norton, the station and freight shed were remodelled.

Lorne, a new station and a platform were provided.

L'Islet, additional land was purchased, and an extension was built to the existing station.

Iona, plans and specifications were prepared for a freight shed.

Salmon Lake, a stock pen was provided.

Millerton, an addition was made to the station.

Eel River, a stock pen was built.

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To put Railway between Indiantown and Blackville into Condition for Operation.
Plans and ecpecification were prepared and a contract let for this work.

I have the honour to be, sir,
Your obedient servant,
WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
General Manager, Government Railways,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., July 31, 1906.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the year ending June 30, 1906.

TRACK.

During the year 106·34 miles of 56, 58, 67, 80 and 110-lb. rails were taken up, and replaced with 67 and 80-lb. rails.

TIES.

During the year 609,244 ordinary ties, and 207 sets of switch ties were put in.

BALLASTING.

During the year 74:88 miles of track was ballasted, using 111,368 cubic yards of gravel, and 965 yards of ashes and cinders.

SWITCHES AND SEMAPHORES.

Distant mechanical semaphore signals were erected at the following stations:—

Salisbury.. . . .	1
Halifax	2
Heatherton.. . . .	1
Marshy Hope	1
Marysville.. . . .	2
Memramcook.. . . .	1
South Western Junction	3
Tracadie	1
Avondale	2
Doaktown.. . . .	2
Blackville.. . . .	2
Nelson...	2
St. Romuald...	2
Boiestown...	1
Chaudière Junction...	1
St. Andre...	2

One hundred and ten new switches were installed during the year.

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New telegraph signals were provided at the following stations:—

Richmond, Burton's.. . . .	5
Truro.. . . .	3
Antigonish.. . . .	1
McIntyre's Lake.. . . .	1
Drummondville.. . . .	2
Sydney.. . . .	1
St. Moise.. . . .	1
Causapsca.. . . .	1
St. Leonard.. . . .	1

Necessary repairs were made to all semaphores, switches and station telegraph signals throughout the line.

SIDINGS.

During the year, 2·56 miles of additional siding accommodation has been provided at different points on the line for maintenance account.

FENCE BUILT BY OUR OWN MEN.

20·49 miles of old woven and barbed wire, and 4 miles of new Strathy and Ideal wire were built at different points on the line.
Necessary repairs were made to fences throughout the line.
Built by contract, 167 miles of Strathy fence.

SNOW FENCES.

There was built during the year, 3,724 rods of stationary snow fence, 8 feet high, 842 rods 9 feet high, and 64 rods of portable snow fence.
Necessary repairs were made to snow sheds and snow fences where required.

.WHARFS AND TRESTLES.

Repairs.

- Point du Chene, end of wharf.
- Point du Chene, riprapping breakwater.
- St. John, covered ballast wharf.
- St. John, top of long wharf.
- St. John, top of ballast wharf.
- Moncton, wharf.
- Sackville, wharf.
- Truro, coal trestle.
- Richmond, pier No. 8.
- Richmond, quay wall.
- Richmond, coal shed trestle.
- Halifax, pier No. 2.
- Halifax, pier No. 3.
- Halifax, pier No. 4.
- Halifax, pier No. 6.
- Halifax, pier No. 7.
- Halifax, pier No. 9.
- Halifax, coal shed trestle.
- Halifax, cribwork, shed No. 2, planking, bracing, &c.
- Halifax, Marine and Fisheries, test piles, proposed new pier.
- Pictou, wharf.
- Pictou, landing, ss. *Amelia*.

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Pugwash, wharf.
 Mulgrave, wharf.
 Mulgrave, *Scotia's* dock.
 Pirate Harbour, coal chute.
 Point Tupper, wharf.
 Point Tupper, wharf cover.
 Point Tupper, overhead plank walk.
 Point Tupper, side of dock.
 Loggieville, wharf.
 Mill Creek, cribwork.
 St. Charles, coal trestle.
 Lévis, cribwork.
 Hadlow, Princess pier.

New Work.

Halifax, trestle to quay wall extension.
 Halifax, passenger and freight gangways and baggage lifts, shed No. 2.
 Halifax, overhead passageway, pier No. 2.
 Pictou, lifting gangway.
 Stellarton, extension to coal chute.

BRIDGES AND CULVERTS.

Repairs.

St. John, Wall street bridge.
 St. John, swing bridge.
 Coldbrook, box culvert.
 Coldbrook, $\frac{1}{4}$ mile west of, box culvert.
 Passekeag, $\frac{1}{2}$ mile west of, end box culvert.
 Between Bloomfield and Norton, box culvert.
 Norton, 4 miles west of, box culvert.
 Norton, $2\frac{1}{2}$ miles west of, box culvert.
 Norton, $1\frac{1}{2}$ miles west of, box culvert.
 Norton, 1 mile west of, open culvert.
 Moncton, culvert.
 Thomson, culvert.
 Thomson, near station, culvert, rebuilt.
 Onslow, aboideau.
 Leper Brook, bridge.
 Bedford, bridge.
 Halifax, overhead bridge, North street.
 Halifax, extending drain to quay wall.
 West River, bridge.
 Windsor, bridge.
 Mott's, bridge.
 Dartmouth, culvert.
 North Ferry, bridge.
 Pugwash Junction, culvert No. 2.
 Pugwash Junction, culvert No. 3.
 Pugwash, bridge.
 Tatamagouche, Waugh's river bridge.
 West river, bridge.
 Meadowville, culvert.
 Lyon's brook, culvert.
 Horne's river, bridge.

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Alma, culvert.
East river, escapes put on.
Pine Tree, bridge.
Monastery, bridge.
Mulgrave, culvert.
Point Tupper, culvert.
West Bay Ballast Pit, crib.
Mill Brook, bridge.
Grand Narrows, bridge.
Shenacadie, culvert.
Sydney, culvert under car washing tank. (Capital)
Blackville, bridge.
Doaktown, culvert, two.
Blackville, 4 miles east of, culvert.
Boiestown, bridge.
Cross creek, bridge.
Zion, culverts, four.
Durham, bridge.
Nashwaak, bridge.
Manzer's, bridge.
Penniac, bridge.
Penniac, culverts, five.
Gibson, culverts, three.
Averys Portage, culverts, three.
Barthelemue river, bridge.
Fredericton, bridge.
Indiantown branch, culvert.
Berry's Mills, culvert.
Canaan, culvert.
Harcourt, culvert.
Newcastle, culvert.
Newcastle, culvert.
Newcastle, No. 5, culvert.
Newcastle, No. 8, culvert.
Newcastle, No. 9, culvert.
Between Bathurst and Petit Roche, culvert.
Between Bathurst and Petit Roche, overhead bridge.
Between Petit Roche and Belledune, overhead bridge.
Jacquet river, culvert.
Between Bathurst and Gloucester Junction, overhead bridge.
Campbellton, culvert.
Campbellton, Mill Creek bridge.
Amqui, culvert No. 1.
Amqui, Culvert No. 7.
Amqui, Culvert No. 8.
Amqui, culvert No. 12.
Cedar Hall, culvert.
Cedar Hall, culvert No. 7.
Sacre Cœur, culvert.
St. Simon, culvert.
Rivière du Loup, bridge.
St. Andre, culvert.
St. Pacome, culvert.
Ste. Louise, culvert.
Cap St. Ignace, culvert.

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Montmagny, bridge.
 St. Charles, culvert.
 St. Nicholas, east of, culvert.
 Lemieux, east of, bridge.
 Lemieux, east of, culvert.
 St. Wenceslas, culvert.
 St. Perpetue, culvert.
 Mitchell, bridge.
 Mitchell, west of, culvert.
 Carmel, drain.
 St. Cyrille, west of, culvert.
 Drummondville, east of, culvert.
 Bagot tank, bridge.
 Blake's, culvert.
 St. Leonard Junction, culvert.
 Ste. Rosalie, culvert.

BRIDGES AND CULVERTS.

New Work.

Jardine's, driving piles for new bridge.
 Springhill Junction, culvert.
 Memramcook, culvert.
 Truro, cedar culvert through dump.
 Halifax, gratings for culverts and drains.

MASONRY WORK DONE.

Repairs.

Cold Brook, 1 mile west of, box culvert.
 Cold Brook, $\frac{1}{4}$ mile west of, culvert.
 Passekeag, $\frac{1}{2}$ mile west of, box culvert.
 Norton, 4 miles west of, two culverts.
 Norton, 4 miles west of, box culvert.
 Norton, $2\frac{1}{2}$ miles west of, culvert.
 Norton, $2\frac{1}{2}$ miles west of, box culvert.
 Norton, $1\frac{1}{2}$ miles west of, box culvert.
 Norton, $1\frac{1}{2}$ miles west of, box culvert.
 Norton, 1 mile west of, two culverts.
 Apohaqui, 2 miles west of, bridge.
 Penobsquis, 1 mile west of, bridge.
 Moncton, station platform.
 Amherst, culvert.
 Springhill Junction, culvert.
 Springhill Junction, pipe line.
 Oxford Junction, culvert.
 Thomson, pipe line.
 Thomson, five culverts.
 Thomson, arch culvert.
 Greenville, sodam bridge.
 Greenville, three culverts.
 Pugwash Junction, arch culverts.
 Pugwash, two culverts.
 Pugwash river, bridge.
 Tatamagouche, bridge.
 Meadowville, culvert.

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Horns', bridge.
 Merigomish, bridge.
 Tracadie, culvert.
 Monastery, bridge.
 Grand Narrows, bridge.
 Blackville, bridge.
 Boiestown, bridge.
 St. Alexandre, 1 mile west of, culvert.
 St. Alexandre, 3 miles east of, culvert.
 St. Andre, 1½ miles east of, culvert.
 St. Andre, east of, culvert.
 St. Andre, west of, culvert.
 St. Helene, east of, two culverts.
 L'Islet, 2 miles east of, culvert.
 Cap St. Ignace, west of, culvert.
 Montmagny, west of, two culverts.
 Montmagny, east of, culvert.
 St. Valier, east of, two culverts.
 St. Valier, east of, culvert.
 St. Henri, bridge.
 Daveluville, culvert.
 St. Wenceslas, arch culvert.

PAINTING.

Bridges.

St. John, bridge harbour.
 St. John, bridge, Dorchester street.
 Aulac, bridge No. 8.
 Nappan, bridge.
 Greenville, bridge No. 3.
 Follleigh, bridge No. 5.
 Follleigh, bridge No. 11.
 Truro, bridge No. 12.
 Pugwash, bridge harbour.
 Barney's River, bridge No. 9.
 Barney's River, bridge No. 11.
 Barney's River, bridge No. 13.
 James' River, bridge No. 8.
 Cape Porcupine, bridge No. 22.
 Cape Porcupine, bridge No. 21.
 Cape Porcupine, bridge No. 32.
 Rimouski, bridge.

BUILDINGS AND PLATFORMS.

Repairs.

St. John, coal shed.
 St. John, tool house.
 St. John, station dwelling.
 St. John, mechanical shop.
 St. John, Gilbert's Lane, store house.
 St. John, cabinet, yardmaster's office.
 St. John, baggage room.
 St. John, dwelling house, Paradis Row.
 St. John, dwelling house, Lombard street.

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St. John, train shed platform.
St. John, blacksmith shop.
St. John, freight shed.
St. John, sheds Nos. 1 and 2.
St. John, elevator.
St. John, track scales.
St. John, train shed.
St. John, baggage room.
St. John, agent's office.
St. John, water house, long wharf.
St. John, round house.
St. John, yardmaster's office.
St. John, oil house, long wharf.
St. John, coachman's hall.
St. John, freight shed, long wharf.
Rothesay, station and platform.
Rothesay, tool house.
Hampton, station and platform.
Hampton, freight house.
Hampton, baggage room.
Cold Brook, coal house.
Cold Brook, freight house.
Brookville, kitchen.
Torryburn, station platform.
Riverside, coal house.
Riverside, station platform.
Quispamsis, station platform.
Jubilee, station and platform.
Nauwigewauk, coal house.
Nauwigewauk, station and platform.
Nauwigewauk, station.
Lakeside, station.
Passekeag, station closet.
Bloomfield, tool house.
Bloomfield, station platform.
Bloomfield, coal house.
Bloomfield, loading platform.
Bloomfield, station.
Norton, station and platform.
Apohaqui, station and platform.
Apohaqui, freight house.
Sussex, station and platform.
Sussex, coal house.
Sussex, loading platform.
Penobsquis, station and platform.
Armstrong's, shelter.
Salisbury, station platform.
Salisbury, freight house.
Moncton, rest house.
Moncton, No. 11 cottage.
Moncton, No. 6 cottage.
Moncton, erecting shop and pits.
Moncton, station platform.
Moncton, general office.
Moncton, janitress' cottage.

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Moncton, posts around platform.
Moncton, round house.
Moncton, switchman's shanty.
Moncton, government cottage.
Moncton, floor, brick car shop.
Moncton, cattle pen.
Moncton, telegraph office.
Moncton, general office vault.
Moncton, desk, freight claims' office.
Moncton, carpenter shop.
Moncton, boiler shop.
Moncton, brick car shop.
Moncton, sashes, boiler shop.
Moncton, heating apparatus, government.
Moncton, cottage, Main street.
Sunny Brae, shelter.
Humphrey's, platform.
Harrisville, shelter.
Shediac, platform.
Point due Chene, roof, agent's dwelling.
Point due Chene, platform.
Point due Chene, round house.
Point due Chene, ice house.
Point due Chene, agents' dwelling.
Painsec Junction, station.
Painsec Junction, tool house.
Calhouns, station and platform.
Gayton's Crossing, shelter.
Memramcook, coal shed.
Memramcook, freight shed.
College Bridge, station and platform.
Upper Dorchester, station.
Dorchester, station and platform.
Sackville, station and platform.
Aulac, platform.
Fort Lawrence, platform.
* Amherst, station and platform.
Amherst, coal shed.
Amherst, baggage room.
Nappan, station.
Napan, loading platform.
Maccan, passenger platform.
Athol, platform.
Springhill Junction, station.
Springhill Junction, coal shed.
Pugsley's siding, loading platform.
Salt Springs, platform.
River Philip, station and platform.
Thomson, station flue.
Westchester, station platform.
Wentworth, station and platform.
Wentworth, station flue.
Folleigh, station and platform.
East Mines, station platform.
East Mines, coal shed.

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Debert, loading platform.
Belmont, station platform.
Belmont, loading platform.
Belmont, tool house.
Onslow, platform.
Truro, station.
Truro, roundhouse.
Truro, ice house.
Truro, loading platform.
Truro, telegraph office.
Truro, restaurant.
Milden, station.
Brookfield, station.
Brookfield, cattle pen.
Brookfield, W.C. and coal house.
Brookfield, freight house.
Alton, station.
Stewiacke, station and platform.
Stewiacke, office.
Stewiacke, waiting room.
Stewiacke, loading platform.
Shubenacadie, station.
Milford, platform.
Elmsdale, freight house.
Elmsdale, station.
Enfield, cattle pen.
Oakfield, platform.
Grand Lake, platform.
Lakeview, station.
Prince's Lodge, shelter and platform.
Richmond, station.
Richmond, car shed roof.
Richmond, machine shop.
Richmond, lumber shed roof.
Richmond, roundhouse and roof.
Richmond, D.A.R. shed.
Richmond, cattle shed roof.
Richmond, coal shed.
Richmond, turntable.
Richmond, blacksmith shop.
Richmond, checker's office.
Richmond, shunter's shanty.
Richmond, tool house.
Halifax, North street, cattle pen and platform.
Halifax, North street, station.
Halifax, North street, train shed.
Halifax, North street, power house
Halifax, car shop roof.
Halifax, coal shed.
Halifax, cattle pen.
Halifax, roundhouse.
Halifax, D.W.T., loading platform.
Halifax, immigration building.
Halifax, overhead gallery, for pier No. 1 and 2.
Halifax, overhead gallery, from pier No. 3 to immigration building.
Halifax, carpenter shop.

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Halifax, elevator.
Halifax, power house.
Halifax, D.A.R. freight house.
Halifax, southwestern telegraph office.
Halifax, baggage lifts, shed No. 2.
Halifax, platform, pier No. 2.
Halifax, doors, pier No. 4.
Halifax, pier No. 8.
Landsburg Siding, loading platform.
Landsburg Siding, tool house.
Gordon's Summit, flag station.
Glengarry, freight house.
Windsor Junction, platform.
Waverly, platform.
Dartmouth, platform.
Dartmouth, engine shed.
Dartmouth, freight house.
Oxford Junction, engine house.
Pugwash Junction, platform.
Pugwash, freight house.
Pugwash, station.
Tatamagouche, station.
Tatamagouche, platform.
Denmark, station.
River John, loading platform.
Meadowville, station and platform.
Meadowville, cattle pen.
Scotsburn, loading platform.
Scotsburn, station and platform.
Lyon's Brook, station.
Brown's Point, station and platform.
Sylvester, station.
Pictou, freight shed.
Pictou, station.
Pictou, station platform.
Pictou, engine house.
Pictou, ice house.
Pictou, old station platform.
Westville, station and platform.
Stellarton, round house.
Stellarton, platform.
Stellarton, freight shed.
Stellarton, station.
New Glasgow, platform.
New Glasgow, ice house.
New Glasgow, baggage room.
New Glasgow, loading platform.
New Glasgow, station.
New Glasgow, store room.
New Glasgow, freight shed.
West Merigomish, station.
Marshy Hope, station.
Antigonish, station steps.
Antigonish, station.
Heatherton, station.
Bayfield Road, freight shed.

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Afton, kitchen.
Tracadie, station.
Cecil Road, station, car.
Pirate Harbour, coal shed.
Pirate Harbor, boiler room.
Pirate Harbor, platform.
Mulgrave, platform.
Mulgrave, freight shed.
Trenton, freight shed.
Point Tupper, station.
Point Tupper, dwelling house.
Point Tupper, platform.
Point Tupper, power house.
Point Tupper, coal house.
West Bay Road, station.
River Deny's, station.
Orangedale, station.
McKinnon's Harbour, station.
Iona, station.
Grand Narrows, station.
Grand Narrows, coal house.
Shenacadie, station.
Boisdale, station.
Barrachois, station.
George's River, station.
North Sydney Junction, station.
North Sydney, freight shed.
North Sydney, engine shed.
North Sydney, station.
Leitche's Creek, station.
Leitche's Creek, loading platform.
Barra Glen, shelter.
Sydney, station.
Sydney, carpenter shop.
Sydney, old roundhouse and shed.
Sydney, freight office.
Sydney, platform.
Sydney, roundhouse.
Sydney wharf, freight shed.
Loggieville, engine house.
Loggieville, tool house.
Chatham, station platform.
Chatham, station.
Chatham, freight house.
Chatham, roundhouse.
Nelson, station.
Cushman's, platform.
Blackville, station platform.
Blackville, freight shed.
Doaktown, station.
Boiestown, station.
Johnston's Road, station platform.
Forks, station platform.
Irving's Crossing, platform.
Cross Creek, freight house.
Marysville, station.

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Gibson, station platform.
Fredericton, station platform.
Fredericton, station.
Fredericton, trackmaster's office in station.
Canaan, station platform.
Canaan, W.C.
Adamsville, station.
Adamsville, station platform.
Harcourt, station platform.
Harcourt, freight house.
Kent Junction, station platform.
Kent Junction, kitchen.
Acadiaville, loading platform.
Rogersville, tank.
Barnaby River, station.
Barnaby River, station platform.
Chatham Junction, station.
Chatham Junction, cattle pen.
Chatham Junction, station platform.
Derby Junction, station.
Derby Junction, station platform.
Millerton, station.
Davidson's, platform.
Indiantown, station.
Indiantown, engine shed.
Newcastle, coal shed and boxes.
Newcastle, loading platform.
Newcastle, station platform.
Newcastle, roundhouse.
Newcastle, freight shed.
Newcastle, bonded room, in freight shed.
Newcastle, station.
Beaver Brook, coal shed.
Beaver Brook, freight room.
Red Pine, pump house.
Gloucester Junction, station.
Bathurst, station platform.
Bathurst, station.
Beresford, station.
Nigadoo, station.
Petit Roche, loading platform.
Petit Roche, station.
Jacquet river, coal shed.
Jacquet river, lumber shed.
Jacquet river, tank.
Nash's creek, station.
Nash's creek, cattle pen.
Green Point, platform.
Dalhousie Junction, loading platform.
Dalhousie, kitchen.
Dalhousie, coal shed.
Campbellton, station platform.
Campbellton, coal shed.
Campbellton, engine-house.
Campbellton, carpenter shop.
Campbellton, office, locomotive foreman.

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Campbellton, station.
Campbellton, trackmaster's office.
Campbellton, tool-house.
Campbellton, freight shed.
Campbellton, superintendent's house.
Campbellton, despatcher's office.
Moffatt's, station platform.
Moffatt's, station.
Flat lands, station.
Matapedia, station.
Matapedia, station platform.
Matapedia, freight shed.
Matapedia, baggage-room.
St. Alexis, station platform.
St. Alexis, station.
Between Matapedia and Millstream, hand-car house.
Millstream, station platform.
Millstream, hand-car house.
Assametquaghan, station platform.
Assametquaghan, station.
Causapscal, station platform.
Causapscal, station.
Causapscal, coal-shed.
Causapscal, tool-house.
Salmon lake, station.
Amqui, station platform.
Amqui, section foreman's house.
Amqui, station.
Amqui, loading platform.
Amqui, freight shed.
Cedar Hall, station platform
Sayabec, station.
Sayabec, station platform.
St. Moise, coal shed.
St. Moise, cattle pen.
Little Metis, station platform.
Little Metis, station.
Little Metis, freight shed. .
St. Octave, station platform.
St. Octave, coal shed.
St. Octave, station.
St. Octave, freight shed.
Ste. Flavie, coal shed.
Ste. Flavie, station.
Ste. Luce, station.
St. Anaclet, tank.
Rimouski, ice-house.
Bic, station.
Bic, platform.
St. Simon, station.
Trois Pistoles, station.
St. Eloi, station.
Isle Verte, station.
St. Arsene, station.
Rivière du Loup, platform.
Rivière du Loup, freight shed.

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Old Lake Road, station platform.
St. Alexandre, loading platform.
St. Paschal, station platform.
St. Paschal, station.
St. Phillippe de Neri, cattle pen.
River Ouelle, station.
River Ouelle, sheathing, telegraph office.
River Ouelle, coal shed.
River Ouelle, freight shed.
River Ouelle, telegraph table in station.
Letellier, River Ouelle Branch, station.
River Ouelle, agent's dwelling, drainage, &c.
Ste. Anne, station.
Ste. Louise, kitchen, agent's house.
Ste. Louise, station.
Elgin Road, station platform.
L'Islet, kitchen.
Montmagny, station platform.
St. Pierre, station platform.
St. Valier, station.
St. Michael, station platform.
St. Charles, station.
Harlaka Junction, station.
Lévis, platform, between baggage room and station.
Lévis, building for mechanical department.
Lévis, station platform.
Lévis, sidewalk between Lévis and Hadlow.
Lévis, house, Chapman property.
Lévis, cedar posts, along concrete platform.
Lévis, chimneys on houses, Chapman property.
Lévis, car inspector's shop.
Lévis, car inspector's shop.
Lévis, ice house.
Lévis, station.
Lévis, freight house.
Lévis, carpenter shop.
St. Romuald, loading platform.
Chaudière Curve, station.
Chaudière Curve, chimney, Giroux house.
Chaudière, doors in freight shed.
Chaudière, station.
St. Nicholas, station.
Chaudière Junction, pump house.
Chaudière Junction, engine house.
Chaudière Junction, chimney, office transfer shed.
Chaudière Junction, freight shed doors.
Laurier, station platform.
Laurier, station.
Laurier, station dwelling.
Delotbinere, tank.
Villeroy, coal shed, car top.
Villery, platform to coal shed.
Villeroy, station.
Villeroy, station platform.
Manseau, station.
Lemieux, storm doors.

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Daveluyville, cellar.
 Aston Junction, storm doors.
 St. Leonard Junction, platform.
 St. Leonard Junction, station.
 St. Monique, station platform.
 Nicolet, engine house.
 Nicolet, coal shed.
 Mitchell, cupboard in station.
 Mitchell, freight shed.
 St. Cyrille, station.
 St. Cyrille, coal shed.
 St. Cyrille, baggage room.
 Drummondville, station.
 Drummondville, cupboard, trackmaster's office.
 Drummondville, cupboard for battery jars, station.
 Bagot, station.
 Bagot, station platform.

BUILDINGS AND PLATFORMS.

New Work.

Portage pit, boarding house.
 Moncton, water-closets, in 12 railway employees' cottages.
 Moncton, track blacksmith shop.
 Moncton, track blacksmith shop, engine house.
 Moncton, track blacksmith shop, coal shed.
 Moncton, track blacksmith shop, office.
 Moncton, track blacksmith shop, desk, cupboard and shelves.
 Moncton, track blacksmith shop, cement floor near boiler.
 Moncton, new paint shop.
 Moncton, mixing room.
 Moncton, platforms, 675 feet.
 Pt. Du Chene, building for Marine Department.
 Painsec Junction, freight shed.
 Dorchester, shanty for mason's tools, &c.
 Aulac, station.
 Aulac, freight shed.
 McIntyre's Lake, station.
 McIntyre's Lake, freight shed.
 Red Pine, hand car house.
 Bathurst, pump house.
 Bathurst, coal shed.
 Charlo, cattle pen.
 Eel river, hand car house.

PAINTING.

St. John, coachman's house.
 Hampton, tank.
 Penobsquis, station.
 Petitcodiac, coal house.
 Petitcodiac, tank.
 Salisbury, station buildings.
 Moncton, station.
 Pt. Du Chene, station.
 Upper Dorchester, station.
 Evan's, station.
 Sackville, freight house roof.
 Nappan, station.
 Athol, station.

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River Philip, station.
Wentworth, station.
Folleigh, station.
Folleigh, tank.
Truro, tank.
Truro, freight shed.
Alton, station.
Belmont, station.
Glengarry, station.
Stellarton, tank.
Stellarton, car repair shop.
New Glasgow, baggage room.
Alton, tank.
River John, tank.
Merigomish, station, interior.
Piedmont, tank.
Avondale, station.
Barney's River, station.
Marshy Hope, station.
James' River, station.
South River, station.
Pomquet, station.
Heatherton, station.
Bayfield Road, tank.
Taylor's Road, station.
Mulgrave, tank.
Mulgrave, coverings on Ferry's Landing.
Point Tupper, coverings on Ferry's Landing.
Point Tupper, station and freight house.
West Bay Road, station.
River Denys, station.
Orangedale, station and freight house.
Estmere, station.
Ottawa Brook, station.
McKinnon's Harbour, station and freight house.
Christmas Island, station.
Iona, station.
Grand Narrows, station.
Shenacadie, station and freight house.
Beaver Cove, station.
Boisdale, station.
Barrachois, station.
North Sdney Junction, station.
Leitche's Creek, station.
Scotsburn, station, interior.
Canaan, station.
Adamsville, station.
Kent Junction, station.
Indiantown, station.
Moffat's, station.
Moffat's, section foreman's house.
Ste. Flavie, station.
Ste. Luce, station.
Sacre Coeur, station.
Bic, station.
St. Fabien, station.
St. Simon, station.

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Cacouna, station.
 Harlaka Junction, station.
 Hadlow, buildings.
 St. Nicholas, station.
 Laurier, station.
 St. Romuald, station.
 Carmel, station and buildings.
 St. Cyrille, station buildings.
 St. Germain, station and freight house.
 St. Eugene, station and freight house.
 Lavergne, station.
 Daveluyville, station buildings.
 St. Wenceslas, station buildings.
 St. Michel, station.
 Ste. Rosalie, w. closet.

MASONRY WORK DONE.

Buildings and Platforms.

Thomson, station flue.
 Westchester, station flue.
 Wentworth, station flue.
 North Sydney, track scales.
 North Sydney, freight shed wall.
 Chatham, round house.

GENERAL.

New buffers made and set up at different points on the line where required, and repairs made where necessary.

Repairs were made to crossings at various points on the line, where required.

Gates and cattle-guards were repaired throughout the line.

Glass was put in and glazing done, where necessary.

A number of old box car tops were repaired and fitted up during the year for hand car and tool-houses.

Ladders for buildings and semaphores were provided where required along the line.

Outhouses and approaches to public road crossings were whitewashed where required.

Necessary repairs have been made to turn-tables, where required.

Painting has been done to the semaphores, switches and telegraph signals throughout the line, where required.

Necessary repairs were made to hand cars, trollies, baggage trucks and wheelbarrows, throughout the line.

Sign-boards were made and put up throughout the line where required.

Boxes were made for the packing of second-hand spikes and bolts, when required.

Necessary repairs were made to steam shovels when required.

I beg leave to say that the road, in every particular, has been maintained in its usual good condition, and from the remarks, which we hear from strangers, travelling over it, we feel that nothing has been neglected.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

Engineer of Maintenance of Way and Works.

D. POTTINGER, Esq.,

General Manager, Govt. Rys.,
 Moncton, N.B.

6-7 EDWARD VII., A. 1907

No. 1.—INTERCOLONIAL RAILWAY.
CAPITAL ACCOUNT, year ended June 30, 1906.

1905. June 30	Dr.	1906. June 30	1905.		By Dominion of Canada	1906.	
			\$	cts.		\$	cts.
To Cost of Intercolonial to date			77,473,557	73		77,473,557	73
To Expenditure for current year—							
Increased accommodation at Sydney			54,432	22			
Original construction			778	57			
To strengthen bridges			244,582	68			
To increase accommodation at Lewis			6,287	09			
Air brakes to freight cars			25,048	56			
To exchange drawlars of freight cars			16,000	00			
New machinery for locomotive and car shops			20,641	83			
To dredge and blast rock at Halifax			237	16			
Improvements at Little Métis			4,926	74			
New station at Windsor, N.S.			16,605	25			
Increased accommodation at Stellarton			22,568	17			
Engine house, machine shop, &c., Riv. du Loup			26,548	04			
Engine house, &c., Chaudière Junction			26,492	93			
Increased accommodation at St. John			75,784	53			
To increase accommodation at Pictou			100,531	90			
Improvements at North Sydney			7,409	97			
To increase accommodation at St. Flavie			23,994	66			
Protection to Grand Narrows bridge			23,592	92			
Double tracking parts of line			206,948	74			
Increased accommodation at Thuro			99,743	50			
To reduce curve at Birch Cove			39,798	17			
Diversion of line at St. Leonard			4,894	98			
Diversion of line at Mitchell			1,780	37			
To increase accommodation at Moncton			88,187	08			
To increase accommodation at Halifax			304,371	66			
Improvements at Drummondville			13,392	15			
Increased accommodation at Antigonish			5,889	21			
Improvements at Newcastle			1,489	05			
Improvements at Campbellton			1,339	71			
Improvements at Sackville			1,255	00			
Increased accommodation at New Glasgow			14,318	84			
Additional sidings and spur lines			120,127	39			
Station at St. Moïse			2,525	97			
Increased accommodation at Memramcook			4,114	45			
Subway near St. Fabien			18	00			
To increase accommodation at Amherst			8,270	42			
Semaphores at stations			2,502	84			
Rolling stock			1,291,234	77			

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Elevator at Halifax	3,474 35			
Improving grades on line	18,906 40			
Extension to Sydney Mines	42,402 70			
Steel rails and fastenings	379,956 74			
Fredericton and St. Mary's Bridge	300,000 00			
To increase water supply	32,007 84			
Increased accommodation and facilities along the line	42,016 37			
To put railway between Indian town and Blackville				
into condition for operation	959 96	1906.		
Coal handling machinery and appliances	36,781 02	June 30, . . .	3,765,170 90	By Dominion of Canada 3,765,170 90
			81,238,728 63	81,238,728 63

E. & O. F.
Moncton, N.B.

T. WILLIAMS,
Chief Acct. and Treas.

6-7 EDWARD VII., A. 1907

No. 2.—INTERCOLONIAL RAILWAY.

REVENUE Account, Year ended June 30, 1906.

Previous Year.	Expenditure.	Year ended June 30, 1906.	Previous Year.	Earnings.	Year ended June 30, 1906.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
3,116,653 49	Locomotive power.... .	2,930,075 83	2,105,066 75	Passenger traffic..	2,297,716 52
2,040,133 13	Car expenses.....	1,617,119 70	4,373,178 55	Freight traffic....	5,019,805 53
1,722,616 65	Maintenance Way and Works	1,397,143 62	305,277 53	Mails and sundries	326,307 85
937,816 11	Station expenses.....	1,032,764 20			
535,541 85	General charges.....	586,267 90			
8,352,761 23		7,563,371 25			
16,065 52	Car mileage	121,456 89			
8,368,826 75		7,441,914 36			
140,000 00	Rental of leased lines.... .	140,000 00			
8,508,826 75		7,581,914 36	6,783,522 83		7,643,829 90
		61,915 54	1,725,303 92	Balance	
8,508,826 75		7,643,829 90	8,508,826 75		7,643,829 90

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE Power, Year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
\$ cts.		\$ cts.
26,729 19	Mechanical superintendent's salary, clerks, office and travelling expenses	27,461 61
747,779 65	Wages of drivers, firemen and cleaners.....	740,382 17
1,487,918 30	Fuel.....	1,407,402 73
45,192 75	Oil, tallow and waste and small stores	39,175 30
691,009 83	Repairs to engines, tenders and engine tools.....	574,502 85
47,355 31	Water, including pump and tank repairs.....	51,185 75
70,668 46	Miscellaneous	89,965 42
3,116,653 49		2,930,075 83

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No. 4.—INTERCOLONIAL RAILWAY.

CAR Expenses, Year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
\$ cts.		\$ cts.
225,379 24	Repairs to passenger cars	167,767 08
43,564 62	Repairs to postal, express and baggage cars.....	37,641 41
739,885 73	Repairs to freight cars and vans	419,976 88
24,744 12	Repairs to snow ploughs and flangers.....	16,799 54
775,372 47	Wages of conductors, train baggage masters and brakemen ..	702,784 70
10,663 29	Oil and waste for packing	8,994 07
177,367 54	Small stores and fuel.....	175,794 26
43,156 12	Miscellaneous.....	87,361 76
2,040,133 13		1,617,119 70

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Way and Works, Year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
\$ cts.		\$ cts.
8,682 82	Chief and assistant engineers salaries, clerks, office and travelling expenses	10,514 30
711,381 60	Wages in repairing roadway, fences, semaphores, including new sidings. laid in	651,991 32
137,940 52	Rails and fastenings, including new sidings laid in.....	87,489 41
219,219 95	Ties	182,785 35
199,225 80	Timber, lumber, &c., for repairs to bridges, cattle-guards, snow sheds, fences, &c	236,597 20
44,579 00	Repairs to wharfs.....	16,867 59
112,101 44	Repairs to buildings and platforms, including extensions and additions to same.....	126,722 27
22,553 62	Repairs to tools	24,734 00
264,716 14	Cleaning snow and ice.....	55,380 62
2,215 76	Miscellaneous	4,061 56
1,722,616 65		1,397,143 62

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No. 6.—INTERCOLONIAL RAILWAY.

STATION Expenses, Year ended June 30, 1906.

Previous Years.		Year ended June 30, 1906.
\$ cts.		\$ cts.
797,065 54	Salaries and wages of station-masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen and labourers..	881,056 92
140,750 57	Fuel, oil and light, stationery, tickets and other incidental expenses...	151,707 28
937,816 11		1,032,764 20

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL Charges, Year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
\$ cts.		\$ cts.
229,835 26	General manager, general superintendent, traffic manager, district superintendents, train despatchers, general freight agents, general passenger agents salaries, clerks, office and travelling expenses.....	219,837 37
59,161 43	Chief accountant and treasurer, traffic auditor, paymaster, cashier's salaries, clerks, office and travelling expenses.....	62,834 76
37,766 40	Damage to men, animals and goods...	46,134 75
63,324 57	Ferry service..	77,636 60
2,729 59	Telegraph expenses, not including pay to operators.....	1,887 70
75,407 04	Miscellaneous, printing, advertising, &c.....	105,984 86
67,317 56	Agency expenses.....	71,348 36
	Gratuity to family of late C. J. Carter.....	\$ 103 50
	Gratuity to widow of late general superintendent J. E. Price..	500 00
		603 50
535,541 85		586,267 90

No. 8.—INTERCOLONIAL RAILWAY.

SPECIAL Votes, Year ended June 30, 1906.

Previous Year.	Rental of leased lines.	Year ended June 30, 1906.
\$ cts.		\$ cts.
140,000 00	Rent of Grand Trunk Railway—Chaudière Curve to Chaudière and St. Rosalie to Montreal, including the Victoria Bridge and terminals in Montreal.....	140,000 00

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No. 9.—INTERCOLONIAL RAILWAY.
GENERAL STORES ACCOUNT, year ended June 30, 1906.

		Dr.		1906. June 30..		Cr.			
				\$		\$			
				cts.		cts.			
1905.									
June 30..	To Balance								
				\$		\$			
				cts.	cts.	cts.			
1906.									
June 30..	To Purchases during year								
	Charges from other departments.								
	Labour, &c.								
	Staff pay rolls ...								
				\$		\$			
				cts.	cts.	cts.			

No. 10.—INTERCOLONIAL RAILWAY.
GENERAL BALANCE, year ended June 30, 1906.

DR.		Cr.	
	\$		\$
To Cash	31 69	By Dominion of Canada	2,255,777 83
Stations	197,100 30	C. P. Ry. traffic	20,599 79
Rents	6,255 44	Chatham Ry.	0 07
Transportation ledger.	11,228 01	Suspense.	3,513 50
General stores—		Dubs & Co.	98 63
Ordinary stores, including fuel....	\$700,949 41	Quebec Const. Co.	51 44
Iron and steel rails and fastenings	792,774 42	Elmsdale Co.	1,190 18
		Department of Justice.	1,000 00
To Dept. Accounts—		Unclaimed freight	790 35
Militia and Defence	\$ 9,456 43	M. Lodge.	2,101 69
Marine and Fisheries.	4,077 17	G. T. R. track suspense.. ..	12,900 14
Public Works.	15,363 01	Quebec Central Ry.	7,966 63
Post Office.	42,414 48	Temiscouata Ry.	1,675 17
Agriculture.	475 98	Illinois Central Ry.	1 00
		Salisbury and Harvey Ry.	142 58
To Grand Trunk Ry.—Traffic.	\$ 88,876 12	Charlott town Steam Nav. Co.	804 86
" " (General)	16,033 41	McLean, Holt & Co.	600 94
		Carada Atl. and Plant Line.	4 75
Donn. Atlantic Ry.—Traffic	\$ 990 83		
" " (General)	2,965 28		
Can. Pacific Ry—General.	\$ 16,911 89		
" " (N. Bk. Div.).	5,981 03		
" " Rolling sto k.			
Caraguet Ry.			
Canada Coals and Ry. Co.			
Kent Northern Ry.			
New Brunswick Ry. and Coal Co.			
P. E. I. Railway			
Moncton and Buctouche Ry.			
Atlantic and Lake Superior Ry.			
Cape Breton Ry.			
Lothinière and Megantic Ry.			
Elgin and Havelock Ry.			
Boston and Maine Ry.			
Michigan Central Ry.			
Halifax and Southwest Ry.			
Pennsylvania Ry.			
Central Vermont Ry.			
Canada Atlantic Ry.			
New York Cent. and H. Riv. Ry.			
National Desp. Line			

Maine Central Ry.	104	01
Inverness Ry. and Coal Co.	10,289	34
Newfoundland Ry.	735	93
Midland Ry. of Nova Scotia	6	80
New York, New Haven and Hartford Ry.	34	42
Wabash Ry.	11	52
Cumberland Ry. and Coal Co.	3,407	43
New Brunswick and P.E.I. Ry.	2,687	01
Hampton and St. Martin's Ry.	1,400	31
Beersville Ry. and Coal Co.	353	20
Rome, W. and O. Line.	7	61
Texas Pacific Ry.	3	94
Vandalia line.	9	75
Missouri Pacific Ry.	2	97
Ballston Terminal Ry.	396	41
Quebec and Lake St. John Ry.	1	37
Great Northern Railway of Canada.	56	04
Balt. and Ohio Ry.	1	73
G.T.R. Suspense	98	75
Chic., Ham. and Dayton Ry.	1	05
Erie Ry.	5	50
Tobique Valley Ry.	2,739	25
York and Carleton Ry.	545	67
Delaware and Hudson Ry.	82	71
Lehigh Valley Ry.	77	64
Chic., M. and St. Paul Ry.	6	22
Pennsylvania Co.	586	65
Lake Shore and Mich. So. Ry.	115	32
Imperial Oil Co.	1	45
Quebec Southern Ry.	27,236	52
Clev., Cin., Chic. and St. Louis Ry.	5	13
Dela., Lacka. and Western Ry.	5	69
St. Johnsbury and Lake C. Ry.	4	04
Huntington and Broad Top Mtn. Ry.	0	49
International and Great Northern Ry.	0	41
Canadian Northern Ry.	4	38
Père Marquette Ry.	56	97
Drummond Co. Ry.	7,199	87
Chicago and Northwestern Ry.	0	73
Pitts, Shawmut and Northern Ry.	2,753	95
Receiver Quebec So. Ry.	8	22
Clev., Cin., Chic. and St. Louis Ry.	2	32
National Desp. G. E. Line.		
Eastern S.S. Co.	1	29
Sherbrook Tank Line.	0	42
Trans. Ry. Commission.	11	10
Swift-Refrigerator Line.	15	43
N.Y., Chic. and St. Louis Ry.	5	28
Phil., B. and Wilmington Ry.	5	62
Louisville and Nashville Ry.		

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No. 10.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, year ended June 30, 1906—Continued.

Dr.	\$	cts.	Cr.	\$	cts.
Pittsburg and L. E. Ry		6 38			
Canada Eastern Ry, general.....		0 42			
Chic. and North Western Ry		0 96			
St. Joseph S. B. and P. Ry.....		9 75			
Chicago Great Western Ry.....		0 91			
Chicago Rock Island and Pac. Ry.....		3 00			
Armour Car Lines		0 80			
Rutland Ry		19 20			
Chic. St. P., M. and O. Ry		3 29			
West Shore and Boston Ry.....		0 35			
Toronto, H. and B. Ry		35 75			
Merchant's Desp. Trans. Co.....		2 77			
Central Branch Ry.....		0 67			
C., St. P. and Kansas City Ry.....		2 04			
Hocking Valley Ry.....		6 01			
Ala. and Vicksburg Ry.....		0 51			
Boston and Albany Ry		0 67			
Southern Pacific Ry.....		9 75			
Cinn. Northern Ry.....		1 00			
Northern Central Ry.....		5 18			
Street's Western Car Co.....		0 49			
Northern Pacific Ry.		10 17			
California Fruit Express.....		19 56			
Atlantic Coast Line.....		11 47			
Ind., Ill. and Iowa Ry		2 24			
Minn., St. Paul and S. S. M. Ry		25 85			
Grand Rapids and Ind. Ry.....		0 73			
Phila. and Reading Ry		4 15			
Louisiana Western Ry		0 30			
Canadian Express Co.....	14,618	16			
North Amer. Trans. Co.	2,347	33			
SS. <i>Minto</i>	268	14			
N. S. Steel and Coal Co.....	1,867	06			
Dom. Iron and Steel Co.....	1,320	68			
Acadia Coal Co.....	3,032	05			
Intercolonial Coal Co.....	474	41			
Londonderry I. and M. Co....	18,501	48			
Dominion Coal Co.....	9,970	62			
SS. <i>Fushoda</i>	18	50			
I. C. R. Ins. Assn.....	188	03			
Interprovincial Nav. Co.....	10	92			
Governor General's Transp.....	2,271	78			

American Loco. Co.	1,038 97
Central Telephone Co.	87 00
Western Union Telegraph Co.	298 63
Baldwin Loco. Co.	181 10
Standard Car Truck Co.	465 30
Montmagny L. and P. Co.	1,189 59
Royal Visit.	9,264 25
Halifax Station Labour.	1,000 00
Engr. Contract Co.	518 68
Micmac Mining Co.	317 84
Car Victoria.	32 76
Canadian Bridge Co.	14 50
Car Alexander.	225 55
Washburn Co.	48 00
Loco. and Machine Co.	4 10
Sydney Cement Co.	898 55
Dom. Tar and Chem. Co.	10 00
Pullman Co.	7 00
Loco. Appliance Co.	77 33
Pictou Station Labour.	200 00
Pictou Foundry Co.	754 01
Can. Iron and Foundry Co.	111 40
Minudie Coal Co.	1,783 58
Northern Nav. Co.	3 90
Phoenix Bridge Co.	4 77
C. P. R. Telegraph	285 13
Robb Engineering Co.	42 60
Portland Rolling Mills	859 27
Lake Superior Power Co.	145 59
Montreal Rolling Mills.	279 28
SS. Verda.	50 78
SS. Lake Ontario.	17 04
Allan Steamship Line.	1,892 13
Uncurrent and failed notes.	82 20
Halifax and Cape Breton Ry.	1,151 42
Springhill and Parrsboro' Ry.	3,161 99
Cold Brook Rolling Mills	1,967 41
Western Co.'s Ry. general	\$ 15,893 35
" " traffic.	64 57
Schooner <i>Mary Jane</i> .	15,957 92
Remittances destroyed	71 30
Town of Dartmouth.	788 81
St. John Street Railway	32,000 00
Elgin Branch Railway	31 00
Polson Iron Works	726 10
Union Bearing Co.	273 25
Dartmouth station.	928 18
St. Hyacinthe station.	\$ 8,013 73
Forestdale	8,879 05
"	6 34

No. 10. INTERCOLONIAL RAILWAY—Concluded.
GENERAL BALANCE, year ended June 30, 1906—Concluded.

Dr.	%		Cr.
	\$	cts.	
Campbellton ticket station.....	\$	94 85	
Moncton freight "		20 00	
St. Anaclet station.....		11 00	
Kel River "		32 61	
Trois Pistoles "		97 37	
Athol "		4 44	
Shediac "		34 70	
Eureka Mills "		13 56	
Halifax freight "		887 49	
Nashes Creek "		6 25	
Rockingham "		27 47	
New Glasgow "		633 90	
Sackville "		10 17	
Wentworth "		33 24	
Amherst freight station.....		3 31	
Boiesdale "		7 80	
Memramcook "		7 54	
St. John freight "		3,096 46	
Red Pine "		20 00	
Nappan "		40 00	
Riviere du Loup ticket station.....		16 00	
" freight "		136 82	
New Castle station.....		102 75	
St. Alexandre "		25 90	
St. Louise "		0 66	
Nicolet "		39 53	
Derby Jct. "		231 04	
Campbellton freight station		25 00	
Kent Jct. station		28 38	
Gloucester Jct. station.....		78 87	
Iona "		72 71	
Isle Verte "		25 00	
Dalhousie "		19 69	
Valley "		6 65	
Bic "		22 00	
St. Arsene "		107 12	
St. Luce "		80 00	
Coal Branch "		65 84	
Welford "		55 00	
Bloomfield "		25 21	

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Nauwigewauk	"	3 00
Glenarry	"	5 00
Individual accounts.....				
Total
				2,309,219 55

T. WILLIAMS,
Chief Acct. and Treas.

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INTERCOLONIAL RAILWAY.

INDIVIDUAL ACCOUNTS, June 30, 1906.

Dr.	
Price Bros	\$ 1,336 02
Chas. D. Ruddock	130 00
Trois Pistoles P. & P. Co	73 82
O. Guérette & Son	36 92
Rhodes, Curry & Co	3,600 23
F. E. Came	2,760 70
J. Norris & Co	22 22
Ryan & McDonald	3,736 29
M. Beatty & Son	1 14
Purcell & Fallon	11,672 77
A. R. McDonald	2 76
T. Malcolm	912 76
S. Canard & Co	510 21
Furness, Withy & Co	18 02
T. B. Calhoun	10 00
H. M. Price & Co	305 43
A. N. Whitman & Son	150 00
J. C. Brown	15 00
M. J. Haney	97 31
Capt. Newcombe	83 98
T. R. Campbell	3 00
S. Benoit	0 50
J. Hillis & Son	55 33
H. & A. Allan	4 50
Capt. J. A. Farguan	9 60
King Bros., Ltd	3 48
Wm. Roach	91 22
John Bertram & Son	151 73
G. S. Campbell & Co	11 47
Rathbun Co	1 50
Richards & Co	4 50
Leslie Hart & Co	0 25
W. C. Ross	0 43
J. H. McKay	60 84
E. F. Munroe	154 92
W. J. Hughes	40 00
J. W. C. McConnell	50 00
Geo. Skeffington	25 55
A. D. Ayer	25 00
Gray & Lawrence Bros	6 75
St. Francois Bridge Co	49 59
T. Atkinson	49 87
R. Hamilton	1,131 52
H. Atkinson	12 80
H. J. Cameron	1,679 07
J. J. McLeod	644 16
A. Forbes	82 18
P. E. Gallant	173 36
T. Cook & Sons	19 80
J. Richards & Son	116 24
Wallace Ross	33 70
J. N. Pouliot	352 20
R. A. & J. Stewart	41 39
Pickford & Black	159 34
L. R. Harrison	1,343 41
G. McDougall & Co	1,466 00
H. M. Hamilton	316 66
Total	33,847 44

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No. 11.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, June 30, 1906.

	1905.	1906.
Mileage of railway.....	1,414·67	1,445·92
Engine mileage.....	9,410,293	9,304,511
Train mileage.....	7,296,745	7,424,831
Car mileage.....	88,255,277	93,746,123
Receipts per engine mile..... Cents	72·08	82·15
" mile of railway..... Dollars	4,795·13	5,286·48
Percentage of passenger earnings to gross earnings.....	31·03	30·06
" freight " "	64·47	65·67
" other " "	4·50	4·27
Expenses per engine mile—		
Drivers, firemen and cleaners' wages..... Cents	7·95	7·96
Fuel..... "	15·81	15·13
Oil, tallow, waste and small stores..... "	·48	·42
Repairs to engines..... "	7·34	6·17
Water and tank repairs..... "	·51	·55
Miscellaneous..... "	·75	·96
Total.....	32·84	31·19
Mechanical superintendent's salary, office and travelling expenses..	·28	·30
	33·12	31·49
Locomotive power per engine mile..... Cents.	33·12	31·49
Car expenses..... "	21·68	17·38
Maintenance way and works per engine mile..... "	18·30	15·02
Station expenses per engine mile..... "	9·97	11·10
General charges "	5·69	6·30
	88·76	81·29
Less car mileage	·17	1·31
	88·93	79·98
Rental of leased lines.....	1·49	1·50
Total per engine mile	90·42	81·48
Locomotive power per train mile..... Cents.	42·71	39·46
Car expenses..... "	27·96	21·78
Maintenance way and works per train mile..... "	23·61	18·82
Station expenses "	12·85	13·91
General charges "	7·34	7·90
	114·47	101·87
Less car mileage	·22	1·64
Total	114·69	100·23
Rental of leased lines.....	1·92	1·89
Total per train mile	116·61	102·12
Working expenses per mile of railway :—		
Ordinary.....	5,915·74	5,146·83
Rental of leased lines.....	98·96	96·83
	6,014·70	5,243·66

E. & O. E.,
MONCTON, N.B.T. WILLIAMS,
Chief Acct. and Treas.

6-7 EDWARD VII., A. 1907

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE SUPERINTENDENT OF MOTIVE POWER,
 MONCTON, N.B., August 27, 1906.

SIR,—I have the honour to submit herewith the annual report of the operations of this department for the fiscal year ended June 30, 1906.

I might add that the general condition of the rolling stock is good, with the exception of cars and locomotives condemned, and shown in the attached report.

I have the honour to be, sir,
 Your obedient servant,

G. R. JOUGHINGS,
Supt. of Motive Power.

D. POTTINGER, Esq.,
 General Manager, Government Railways.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT,
 MONCTON, N.B., July 31, 1906.

SIR,—I beg to submit the following report of the operations of the mechanical department for the fiscal year ended June 30, 1906.

A.—Statement showing the number of locomotives and the various classes of cars.

B.—Statement showing the locomotive and car mileage and the average number of passenger and freight trains hauled per mile run by locomotives.

C.—Abstract of locomotive returns.

D.—Statement of the cost of locomotive power for each month during the year.

E.—General statement of the expenses of the mechanical department.

Also a summary of the principal work done in the locomotive and car shops at Moncton, and in the shops at Rivière du Loup and Richmond.

During the year the following rolling stock was purchased on capital and on revenue account:—

On capital, to increase the equipment: 16 passenger locomotives, Pacific type; 5 combination second-class sleeping and baggage cars; 360 box cars; 25 refrigerator cars; 130 convertible dump cars; 20 vans; 10 wing elevator snow-ploughs; 2 double track snow-ploughs; 2 flangers; 5 steam cranes for handling coal; 2 ballast plough cars.

On revenue, to replace smaller type: 19 box cars, 60,000 lb. capacity.

The following rolling stock was rebuilt in the shops at Moncton during the year: 1 box car, 26 platform cars, 1 flanger.

Four new passenger locomotives were commenced and were well advanced when a fire, which partly destroyed the shops, occurred on the night of February 24, and put a stop to this work, and practically paralyzed all the regular work of the shops for several weeks.

The fire referred to above totally destroyed the paint shop, the freight car repair shop and the woodworking machine shop; and partly destroyed the boiler shop, brass foundry and the boiler room; and slightly damaged the iron turning shop. Temporary shops have been built to take the place of those destroyed, and those that were damaged have been repaired.

The following rolling stock was totally destroyed in the paint and car repair shops: 1 official car, 1 first-class sleeping car, 2 second-class sleeping cars, 1 dining car, 4 first-

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class passenger cars, 1 second-class passenger car, 1 postal car, 2 express and baggage cars, 5 box cars, 7 platform cars, 1 twenty-ton coal car, 26 cars in all.

In addition to these 26 freight cars were more or less damaged.

All the small tools in the paint, car repair and woodworking shops were practically destroyed, and some of the machinery was so badly damaged that it was beyond repair and had to be replaced.

I have the honour to be, sir,
Your obedient servant,

J. J. WALKER,
Mechanical Accountant.

The following work was done in the shops at Moncton:—

MONCTON.

Locomotive shops.

124 locomotives received general, 10 heavy and 52 light repairs.

2 new boilers, 2 new fireboxes, 14 tube sheets and 6 side sheets were made and applied, besides 2 tube sheet and 7 side sheets patched.

22,753 tubes were repaired and put in boilers.

153 boilers were tested.

152 smoke stacks were made.

123 tenders received repairs.

2 new steel cabs were made.

4 wooden cabs were made.

44 pilots were made.

11,658 stay bolts were put in fire boxes.

73 fire boxes were patched.

70 engine truck and 20 tender truck wheels were re-tired.

176 driving wheels were re-tired.

563 pairs of engine and tender truck wheels were turned off.

348 pairs of driving tires were turned off.

21 crank pins and 16 cylinders were made and applied.

371,000 bolts were threaded.

10,058 studs were screwed.

101,800 lb. nuts were tapped.

127 engines and tenders were painted.

Blacksmith shop.

1,968,743 pounds iron forgings and 258,922 pounds steel forgings made.

532,633 bolts were forged.

Brass Foundry.

44,721 pounds brass castings were made.

266,755 pounds brass bearings were made.

15,386 pounds Babbit metal was made.

23,314 pounds antimonial lead was made.

756 sets metallic piston rod packing were made.

942 sets valve stem packing were made.

Special work was done as follows—

A large amount of work was done on store orders and on repairs to the ss. *Scotia* at Mulgrave.

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A large amount of work was done in repairing the plumbing at stations and dwelling houses along the line.

All the station stoves from Moncton to Ste. Flavie, Richmond, St. John, Sydney and on the Canada Eastern Division were overhauled and repaired.

All the boilers, locomotive and stationary, from Moncton to Ste. Flavie, Richmond, St. John, Sydney and on the Canada Eastern Division were tested, reported on, and repaired where required.

There was also a large amount of work done on repairs to the Pintsch gas plant.

The following patterns were made:—

650 for brass castings.

400 for cast iron, malleable and steel castings.

100 patterns for cast iron, malleable and steel castings were remodelled.

The regular work of the shops was interfered with very much on account of the disastrous fire which destroyed part of the shops on the night of February 24, and in consequence the output of the shops for the year has been largely reduced.

The boiler shop and brass foundry, with all the contents, were badly damaged, and the machine shop, with a large part of the machinery, was also damaged, together with the large engine that runs the machinery.

A temporary engine was installed until the large engine could be repaired.

The boiler room was badly damaged and the boilers slightly.

After the fire the men were employed for some time in clearing up the ruins, and in repairing the buildings and machinery, and in getting the machinery in working order.

New machinery was purchased and set up in the place of that totally destroyed.

In the blacksmith shop two new forges were made and put up, one new steam hammer was installed, two new cranes were made and put in, one new shears put in, one new hydraulic spring buckling machine was made and put in, and one new No. 9 Sturtevant blower put in. The partition between the old and repaired shops was torn down and the two parts made into one shop. Truss work was put in to support the roof. There was also a large number of new tools made and put in use in place of those destroyed by the fire.

In the turning shop there were one large and two small bolt threading machines installed to replace the ones destroyed by the fire. One new 48-inch wheel lathe, one new 40-inch boring mill and one new slotter were installed during the year. These were badly damaged by the fire, but were repaired and put in use again.

Two new lathes, one new nut facing machine and one new Cleveland automatic turret lathe were installed.

Six new hoists or travelling cranes were put up in erecting shop.

The air compressor, large and small rollers, hydraulic pump, big shears and three punches were badly damaged by the fire, but were repaired and put in working order again.

The large plate roller was practically rebuilt after the fire.

The brass bush boring machine was repaired.

Two large travelling hoists in the boiler shop were repaired and about 250 feet of shafting and hangers were repaired and straightened out.

The work of rebuilding four new locomotives was commenced and the work was well advanced when the fire in February put a stop to the work.

Now that the shops are running again the work on these locomotives will be pushed with all possible despatch.

RIVER DU LOUP SHOPS.

29 locomotives received general repairs.

21 locomotives received medium repairs.

23 locomotives received specific repairs.

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- 13 fire boxes were patched.
- 44 boilers were retubed.
- 69 boilers were tested.
- 192 driving tires were turned off.
- 74 engine truck tires were turned off.
- 292 tender truck tires were turned off.
- 2 side rods, 2 main rods, 3 crank pins, 3 cabs, 22 pilots and 1 tender frame were made and put in service.
- 57 engines and tenders were painted.
- 6,323 bolts were forged.
- 30,462 bolts were screwed.
- 2,148 studs were screwed.

The freight cars on this district were kept in repair and a large amount of work was done for other departments of the railway.

RICHMOND SHOPS.

- 15 locomotives received heavy repairs.
- 2 locomotives received medium repairs.
- 137 locomotives received specific repairs.
- 16 fire boxes were patched.
- 17 boilers were retubed.
- 45 boilers were tested.
- 36 driving tires were turned off.
- 122 engine truck tires were turned off.
- 766 tender truck tires were turned off.
- 3 crank pins, 7 pilots and 4 tender frames were made and put in service.
- 18 engines and tenders were painted.
- 19,484 bolts were forged.
- 48,562 bolts were screwed.
- 2,323 studs were screwed.

The freight and passenger cars on this district were kept in repair and a large amount of work was done for other departments of the railway during the year.

WATER SERVICE.

This service has been maintained in efficient condition over the whole line.

CAR SHOPS.

The following cars were rebuilt at Moncton: 1 box car, 26 platform cars, 1 flanger, to replace a similar number condemned.

The following rolling stock received heavy repairs: 3 official, 2 parlour, 28 sleeping, 5 dining, 111 freight cars, 1 steam crane, 7 flangers, 47 second-class, 19 postal, 31 baggage, 7 vans, 3 steam shovels, 8 snow ploughs, 6 wing ploughs.

The following rolling stock received medium repairs: 4 first-class, 2 baggage, 1 snow plough, 1 postal, 1 flanger.

The following rolling stock received light repairs: 78 first class, 30 postal, 1 parlour, 1 wing plough, 21 vans, 51 second-class, 29 baggage, 14 sleeping, 1 flanger, 5,720 freight cars.

The following cars were scraped, filled and varnished: 5 sleeping, 1 parlour, 1 dining.

The following cars were scraped and varnished: 4 first-class, 2 second-class, 6 colonist, 10 combined.

The following cars were painted and varnished: 31 second-class, 14 first-class, 4 baggage and express, 4 combined, 1 colonist, 11 vans.

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The following cars were cleaned and varnished: 27 sleeping, 3 parlour, 13 colonist, 28 baggage and express, 11 dining, 68 first-class, 17 combined postal and smoking.

The following rolling stock was painted: 373 box cars, 50 gondolas, 9 snow ploughs, 3 steam shovels, 350 platform, 7 wing ploughs, 9 flangers, 1 steam crane.

Special work was done as follows: 5,550 new chilled wheels were pressed on axles, 2,365 second-hand chilled wheels were pressed on axles, 255 new steel wheels were pressed on axles, 260 second-hand wheels were pressed on axles, 1,050 new axles were turned, 320 freight cars were changed from link and pin to M.C.B. coupler, 238 freight cars equipped with Westinghouse air-brakes.

The following rolling stock was fitted with air signal appliances: 1 flanger, 4 wing ploughs.

The wings of one plough were made to open by compressed air.

The following rolling stock was equipped with straight air: 2 diamond flangers, 1 flanger with straight air and whistle pipe, 20 hand-cars were built, 11 hand-cars received heavy repairs, 7 new push cars were built, 5 push cars received heavy repairs, 50 hand-car wheels were built, 10 new cars were built for shop use and 8 new freight trucks were built.

In addition to the lumber prepared for the above repairs to cars, there was 206,143 feet of lumber milled on store orders.

A large amount of repairs was also done to chairs, ticket cases, station furniture and foot boards on store orders.

The fire, which occurred on February 24, totally destroyed a large part of the machinery in the car shops and seriously damaged the remaining part.

The following new machines were put in to replace those totally destroyed: Rip saw with iron table, band saw, turning lathe, variety moulder, boring machine, mortising machine, cutting off saw, rip saw and table, buzz planer, matcher and surface planer.

A new truck for hauling lumber, a bench for filing saws, an oil tank for car shop engine, a bench for carpenters' use and a case for tools were rebuilt after the fire.

The following machines were repaired and put in service after the fire: 1 large stationary engine, 3 wheel boring machines, 2 spindle drills, 4 emery wheels on shaft, 1 pony planer, 1 buzz planer, 1 machine for grinding planer knives, 2 wheel lathes, 2 spindle drilling machines, 1 vice for filing saws, 1 filing machine for filing band saws, 1 axle lathe, 2 air hoists, 1 hydraulic press.

All the shafting and pulleys were replaced and put in working order after the fire.

The output of the car shops for the year was largely reduced on account of the fire.

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and of the other classes of Rolling Stock on July 1, 1905, and June 30, 1906.

	Locomotives.	First Class Sleepers.	Second Class Sleepers.	Parlour Cars.	Dining Cars.	First Class Passenger.	Second Class Passenger.	Postal and Smoking.	Express and Baggage.	Air Brake Instruction.	Box Freight.	Refrigerator.	Platform, 10, 15, 20 and 30 tons.	Tank Cars.	Hopper, 6 and 15 tons.	Gondola, 15 and 20 tons.	Coal Cars, 20 tons.	Stock Cars.	Convertible Dump Cars.	Vans.	Total.	Accessory Tool Cars.	Snow Ploughs.	Wing Ploughs.	Double-track Ploughs.	Planners.	Rotary Snow Ploughs.	Steam Cranes.	Ballast Spreading Cars.	Total Cars.	
On hand serviceable July 1, 1905.	329	41 35	9 9	9 9	9 9	136 96	35 60	1	5,636	79	2,840 15	944 17	471	117	99 10	21 53	10	23	2	3	112										
Condemned July 1, 1905	2					1	1			5					55			6													
Received during the year on capital account.	331	41 35	9 9	9 9	9 9	137 97	36 60	1	5,636	84	2,840 15	999 17	471	123	99 10,7	21 53	10	23	2	3	112										
Changed from platform to tank cars.	16		5						360	25										20	540									16	
											10 10																				
Condemned July 1, 1905.	347	41 40	9 9	9 9	9 9	137 97	36 60	1	5,996	169	2,830 25	999 17	471	123	119 11,249	21 53	20	2 25	2	3	128										
Condemned during the year.	2					1	1			5					55			6				69									
Destroyed by fire at Moncton.	4								70		61	25	8	3	2					2	169					1					1
		1	2	1	1	5	1	1	2	5	7		1								26										
Total condemned.	6	1 2	1	1	1	6	2 2	2		75	5 68	80	9	9	2 264											1					1
Rebuilt during the year.										20	26										46					1					1
To be rebuilt	6	1 2	1	1	1	6	2 2	2		55	12	80	9	9	2 218																
Add serviceable and repairing.	341	40 38	9 8	9 8	9 8	131 95	34 58	1	5,941	104	2,788 25	919 17	462	114	117 11,031	21 53	20	2 25	2	3	128										
Total equipment.	347	41 40	9 9	9 9	9 9	137 97	36 60	1	5,996	169	2,830 25	999 17	471	123	119 11,249	21 53	20	2 25	2	3	128										

E. & O. E.

Moncton, N. B., June 30, 1906.

J. J. WALKER,
Mechanical Accountant.

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B.—INTERCOLONIAL RAILWAY.
STATEMENT of Locomotive and Car Mileage year ended June 30, 1906.

MONTHS.	LOCOMOTIVE TRAIN MILEAGE.			CAR MILEAGE.					
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Snow Ploughs.	Average Passenger.	Average Freight.
1905.									
July	305,341	339,867	1,184,323	485,619	5,667,296	7,337,238	185	5.46	16.67
August	310,374	364,852	1,218,402	494,165	6,127,313	7,839,880	76	5.51	16.79
September	255,505	361,028	1,017,706	435,412	6,255,916	7,739,034	.....	5.80	17.33
October	214,316	357,776	787,496	378,338	6,226,300	7,392,134	1,379	5.44	17.40
November	201,682	366,375	728,071	373,798	6,295,852	7,397,721	556	5.46	17.18
December	208,980	401,152	764,377	392,935	6,833,608	7,990,920	6,603	5.54	17.03
1906.									
January	203,158	442,866	717,987	377,702	6,713,728	7,809,417	8,190	5.39	15.16
February	174,678	405,288	603,570	332,082	6,524,734	7,460,386	5,628	5.35	16.09
March	202,410	455,231	736,163	380,666	7,402,722	8,519,551	10,681	5.51	16.26
April	191,084	446,420	750,223	366,686	7,763,860	8,880,769	520	5.85	17.39
May	202,683	404,294	736,434	390,811	6,651,389	7,778,634	.....	5.56	16.45
June	224,025	385,446	840,862	422,549	6,337,028	7,600,439	.....	5.64	16.44
Total	2,694,236	4,730,595	10,115,614	4,830,763	78,799,746	93,746,123	33,818	5.54	16.66

E. & O. E.
MONCTON, N.B., June 30, 1906.

J. J. WALKER,
Mechanical Accountant.

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for year ended June 30, 1906.

MONTHS.	CONSUMPTION.						AVERAGE CONSUMPTION PER 100 MILES.				
	Hours in Steam.	Locomotive Mileage.	Tons of Coal.	Pints of Engine Oil.	Pints of Valve Oil.	Pounds of Waste.	Miles run to one hour in Steam.	Pounds of Coal.	Pints of Engine Oil.	Pints of Valve Oil.	Pounds of Waste.
1905.	July.....	810,594	31,756	34,067	13,905	17,857	10.32	8,775	4.20	1.73	2.20
	August.....	842,029	33,565	33,793	13,917	17,666	10.33	8,929	4.01	1.65	2.10
	September ..	779,561	32,975	29,301	12,214	16,958	9.95	9,475	3.76	1.57	2.18
	October.....	725,865	31,634	26,394	10,898	15,890	9.90	9,762	3.64	1.51	2.19
	November.....	713,258	32,776	26,117	11,139	16,650	9.91	10,293	3.66	1.56	2.33
	December.....	768,094	37,004	28,641	12,582	17,874	9.72	10,791	3.73	1.64	2.33
1906.	January.....	809,382	37,974	33,275	13,894	20,911	9.84	10,509	4.11	1.72	2.58
	February.....	727,316	34,776	27,000	11,187	17,327	9.81	10,710	3.71	1.54	2.38
	March.	822,048	39,568	32,031	13,431	19,711	9.08	10,782	3.89	1.63	2.40
	April.	789,619	35,118	31,884	13,008	19,992	9.97	9,962	4.04	1.65	2.53
	May..	758,156	31,848	30,825	12,908	19,772	10.10	9,409	4.07	1.70	2.61
	June	758,589	29,257	30,589	12,014	19,340	10.22	8,638	4.03	1.58	2.55
	931,240	9,304,511	408,251	363,917	151,097	219,948	9.93	9,828	3.90	1.62	2.36

E. & O. E.,
Moncton, N.B., June 30, 1906.

J. J. WALKER,
Mechanical Accountant.

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D.—INTERCOLONIAL RAILWAY.
STATEMENT of Locomotive Power, for each month, from July 1, 1905, to June 30, 1906.

Month.	Miles run by Locomo- tives.	Superin- tendence.	Engine men's Wages.	Fuel.	Oil and Waste.	Repairs to Engines, Tenders and Tools.	Water.	Engine Houses and Turn- tables.	AVERAGE PER 100 MILES.						
									Superin- tendence.	Wages.	Fuel.	Oil and Waste.	Repairs.	Water.	Engine Houses and Turn- tables.	Total.
1905.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	810,594	2,211 36	64,218 83	112,292 33	3,782 12	17,413 27	5,041 87	5,551 86	27	7 92	13 85	47	5 85	62	240,511 61
August.....	842,029	2,449 21	66,302 85	115,406 62	3,305 53	49,918 69	4,132 52	6,372 26	29	7 88	13 71	38	5 93	49	247,917 68
September...	779,561	2,266 38	62,020 17	112,814 10	2,752 68	46,071 86	5,547 92	5,193 19	29	7 96	14 47	35	5 91	71	236,666 30
October.....	725,865	2,345 38	59,675 77	110,767 13	2,783 78	45,861 14	3,646 84	6,197 90	32	8 21	15 26	38	6 32	52	231,277 94
November...	713,258	2,279 25	57,959 62	112,917 67	2,787 09	51,634 90	4,600 85	7,853 60	32	8 13	15 83	39	7 24	64	240,032 98
December...	768,094	2,435 85	60,914 93	120,778 75	3,296 38	41,438 75	6,140 11	8,845 57	32	7 93	15 72	43	5 39	89	243,850 34
1906.															
January.....	809,382	2,103 20	63,851 48	127,503 49	3,798 70	52,671 42	10,394 37	10,128 17	26	7 89	15 75	47	6 51	1 28	270,450 83
February....	727,316	2,182 42	55,717 23	118,568 33	2,919 00	51,901 08	4,018 98	9,548 67	30	7 66	16 30	40	7 14	55	244,855 71
March.....	822,048	2,361 02	64,982 31	138,489 69	3,739 50	47,962 12	3,745 36	9,043 33	28	7 90	16 84	45	5 86	45	270,323 33
April.....	789,619	2,208 02	62,977 43	125,997 49	3,759 55	52,095 98	4,411 20	7,846 67	28	7 98	15 97	47	6 59	56	259,296 34
May.....	758,156	2,354 35	62,669 92	114,324 08	3,354 71	42,659 55	3,831 55	6,640 53	31	8 27	15 08	44	5 63	50	235,831 69
June.....	758,589	2,265 17	59,091 63	97,543 65	2,896 26	44,844 09	4,325 82	6,743 67	30	7 79	12 86	38	5 91	57	209,058 05
	9,304,511	27,461 61	740,382 17	1,407,402 73	39,175 30	574,502 85	51,185 75	89,965 42	29	7 95	15 13	42	6 49	54	22,930,075 83
															31 49

E. & O. E.,
MONCTON, N.B., June 30, 1906.

J. J. WALKER,
Mechanical Accountant.

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E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the expenses of the Mechanical Department for year ending
30 June, 1906.

The miles run by trains.....	7,424,831
" " engines	9,304,511
" " snow-ploughs.	93,746,123
	33,818
Cost of locomotive power.....	\$2,930,075 83
Cost of car repairs—	
Repairs to passenger cars	\$167,767 08
" " postal and express baggage.....	37,641 41
" " freight cars and vans.....	419,976 88
Oil and waste for packing.....	8,994 07
Snow ploughs and flangers.....	16,799 54
	\$651,173 98
The cost of locomotive power—	
For 100 miles by trains.....	\$39 46
" " engines.....	31 49
" " cars and ploughs.....	3 92
The cost of repairs to cars and ploughs	
Per 100 miles by trains.....	\$8 77
" " engines	6 99
" " cars and ploughs....	0 69
The cost for oil and waste for packing—	
Per 100 miles by trains.....	0 12
" " engines	0 09
" " cars and ploughs....	0 02
The cost of repairs to cars per 100 miles run by them	
Passenger.....	\$1 66
Postal, express and baggage.....	0 78
Freight cars and vans.....	0 53
Ploughs and flangers.....	49 68

E. & O. E.,
Moncton, N.B., June 30, 1906.

J. J. WALKER,
Mechanical Accountant.

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INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Des- cription of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1906.							
July 1.	24.45	....	Shunter ..	Yardm'ter Laviolette	Bliss Lutes..	120	Campbellton ..
" 8..	21.25	Spl.	Freight...	N. Sirois.	F. Gendron	300	Ste. Anne ..
" 10..	21.00	....	Shunter ..	Yardm'ter Laviolette	— Lutes	120	Campbellton ..
" 11..	.....	153	Express ..	A. Bouchard..	G. Goddard	200	Hadlow
" 15..	10.45	148	Freight...	T. Dussault....	H. Johnston.	175	Carmel... ..
" 19..	16.45	76	" ..	J. L. Hebert	J. Gorham..	246	St. Arsène... ..
" 21..	16.30	....	.....	.....	.....	....	Levis
" 23..	1.40	Spl.	Freight...	A. Jarest.....	J. Lacroix.....	92	Belœil
" 28..	11.00	4	Express ..	J. W. Coles.....	{ W. J. Coffey	192 } 42 }	St. John.....
" 29..	21.30	Spl.	Freight...	D. Sweeney	J. King	292	Chatham Jct
Aug. 2..	4.20	47	" ..	J. Wilson.....	J. Quinn	72	L'Anse à Giles.....
" 4..	10.40	....	.....	.....	.....	286	St. John
" 5..	.....	....	.....	.....	.....	....	Hadlow
" 7..	6.10	Spl.	Working ..	R. G. Duff.....	A. Russell.	88	Gloucester Jct.....
" 10..	22.35	75	Freight...	W. J. Ellis.....	C. Skinner.	291	Windsor Jct.
" 10..	15.10	153	Express ..	J. Huppe	L. Tardif.	70	Montmagny.....
" 11..	6.00	452	Freight...	H. Aubin.....	W. Brock.....	132	River Ouelle.....
" 14..	.....	74	" ..	— Wood..	— Fillmore.. .....	....	Oxford Jct.....
" 15..	6.45	Spl.	" ..	Jos. Proulx.....	F. Gendron	265	St. Paschal
" 18..	24.00	....	.....	.....	.....	....	Halifax.....
" 21..	23.00	9	Express ..	— Johnson	C. Edwards... ..	156	Truro
" 21..	.....	50	Freight...	.....	.....	....	St. Jean Port Joli..
" 22..	24.30	Spl.	" ..	M. Turgeon.	P. Michaud	256	Hadlow
" 22..	.....	....	.....	.....	.....	....	Near Sydney
" 24..	15.00	....	Shunter ..	Foreman E. Harvey.	R. Linden.....	18	Moncton
Sept. 2..	8.15	199	Express ..	John Berry.....	L. King.....	164	Bedford.....
" 15..	5.30	Spl.	Freight...	A. Jarest.....	H. Duclos.....	91	St. Eugene
" 24..	3.00	12	Mixed....	F. Palmer.....	J. Moody.....	243	Moncton
" 28..	16.10	Spl.	Freight...	J. E. Fleming	J. W. Gunning.....	10	Trenton
" 29..	23.13	49	" ..	L. S. Poulet.....	Chas. Mercier.....	217	Hadlow
" 29..	.....	....	.....	.....	.....	....	St. Henri Jct.....
" 30..	.....	....	.....	.....	.....	....	Bathurst
" 30..	13.00	26	Express ..	W. J. Dickson.....	Theo. Wilkins ..	314	Bloomfield.

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1906.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Albert Roy	Employee	While shunting, stepped on rail.	Foot badly injured.	
Alf. Maltais	"	Fell off tender of engine	Back injured ...	
A. Ayer	"	While coupling cars	Finger smashed.	
Donat Dechenes	"	Jumping off train	Arm and knee bruised.	
Alphonse Martin ...	"	Stepped on a nail	Foot injured ...	
Mrs. Thos. Therriault and daughter.	Neither.	Buckboard struck on public crossing.	Both badly bruised and wounded	
Indian	"	Walking over track and fell on rail.	Head badly cut.	
John Guay	Employee ...	While shunting, fell under car.	Right hand and foot cut off.	
J. J. Gleason	Passengers...	Rough shunting	Slightly injured.	
Mrs. Benj. Andrews.				
Mrs. Alice Mann ...				
Mrs. A. Keenan and child.				
Mrs. W. E. Hamil. l.				
Miss G. Driscoll	Employee	While coupling cars	Finger jammed.	
D. Sweeney				
Octave Veilleux				
D. B. Stevens				
Joseph Aubin.	Neither	Found dead on Jalbert public road crossing.	Fatal	Accidental.
Leo. Harriman	Employee	Sleeping on track. Raised his head up as No. 34 train was passing and was struck.	"	"
Clifford Atkinson ...	Neither	Supposed to have been stealing a ride and fell under cars.	Arm cut off	
Jos. Couillard (9 yrs)	Neither	On load of hay which was struck by train on crossing.	Cut and bruised.	
Geo. Couillard (6 yrs)				
B. Couillard (7 yrs) ..				
Louis Anctil	Employee	While loading freight, piano fell on him.	Leg bruised	
E. Hunter	"	While shunting	Finger smashed.	
Theo. St. Jean	Neither	Crossing between cars	Foot smashed ...	
E. McEachern	Employee	Handle of semaphore flew up and struck him.	Head cut.	
Joseph St. Amour ..	Neither ...	Getting on train between engine and baggage car, fell and was run over.	Fatal	Accidental.
Geo. Lapointe	Employee.	While unloading freight, fell off gangway.	Head injured ...	
F. Parsons	"	Van caught fire and completely destroyed.	Hands burned ..	
Geo. Fergusson	Neither	Found alongside track	Head badly cut.	
E. Harvey	Employee	While shunting	Foot bruised	
John Fraser	Neither	Struck by engine while working too close to track.	Arm broken	
J. Payne.	Employee	Fell off box car	Two ribs displaced.	
R. Black	"	While uncoupling engine	Finger jammed .	
Dorrington (boy) ..	Neither.	Jumping on moving cars .	Foot smashed ...	
Donat Deschênes ...	Employee.	Struck by train	Hand cut	
A. Berube	"	While shunting	Slightly injured.	
G. W. Ellis	"	Loaded baggage train ran over foot.	"	
Corey Floyd	Neither	While driving across track on public crossing, team struck and men and horses killed.	Fatal	Accidental.
Stanley Floyd				

6-7 EDWARD VII., A. 1907

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1905.							
Oct. 4..	4.00	Spl.	Freight...	J. Bouthillette	J. Collett.....	163	Ste. Rosalie.....
" 12..	8.15	Spl.	"	J. N. Bernier.	{ W. Blanchet. C. Beaudet.....	83 } 3 }	"
" 18..	20.15		Shunter ..	Foreman J. Heffler..	M. Flavin.....	288	Halifax.
" 22..	24.45	33	Express ..	A. McPherson.	Geo. Milne....	313	Barnaby River.
" 23..	11.00		Shunter ..	Foreman T. McDon- ald.	John Walsh ..	288	Halifax.
" 23..	17.00		"	"	"	288	"
" 25..	17.00	Spl.	Freight...	A. J. McDonald....	H. Johnson....	277	Spring Hill Junction...
" 26..		19	Express ..	W. McClafferty....	Jas. Clarke..	236	Fair View.
Nov. 2..	1.10	Spl.	Freight...	M. Wilson.....	H. S. Campbell. .	278	Calhouns.....
" 7..	15.10	89	"	Geo. Crawford....	A. Sutherland ..	26	McCallum's Siding.....
" 7..	16.30		Pilot.		Geo. Roberge....	110	Lévis.....
" 11..	15.35	86	Express ..	J. Craigie	A. McLeod.....	196	McIntyre's Lake.....
" 21..	19.30		Shunter ..	— English.....	D. G. McLean.	287	Stellarton.....
" 22..	21.30		Suburban.	J. Creamer.....	J. Martin.....	328	Loggieville
					G. Goddard.....	200	De Lotbiniere.....
" 22..	17.42	153	Express. {	L. N. Letarte..... A. Gauvreau.....	E. Roy..... L. Filteau.	194 181	"
" 23..	17.55	13	"	F. A. Davison ..	B. Cook.....	166	Wellington
" 25..	21.00		Shunter ..	Foreman H. Barnes.	A. Wood.....	286	Moncton
" 26..	17.00	Spl.	Freight...	J. Tardif.....	{ J. Dussault..... E. Mitchell.	180 81	Blake's Crossing..... Near Mitchell Station..
Dec. 1..	16.20	42	"				Matapedia
" 6..	10.00	Spl.	"	D. J. McDonald....	A. Urquhart....	178	New Glasgow.....
" 7..	14.20		Shunter ..		Geo. Roberge.	136	Lévis.....
" 8..	20.45		"	W. McGuin	Geo. Sears.	120	Campbellton.....
" 9..	7.45		"	B. Dickie.....	J. Johnson.....	61	Truro.....
" 12..	24.00		"	G. W. Fisher.			"
" 14..	16.45	6	Freight...	Thos. Coffey.	J. Cook	305	Moncton
" 23..	13.00						Near Piedmont.....
" 27..	15.25	147	Freight...	Chas. Couchy....	J. Dussault.....	81	Drummondville.....
1906.							
Jan. 11..	20.00	84	Express...	J. A. Hughes.....	J. Brownell.....	62	Amherst.....
" 13..					Louis Dutil.....	168	Point St. Charles ..
" 16..	10.15	45	Express...	F. Dumond.....	F. W. Rioux..	200	Levis.. ..
" 17..	16.19	97	"	W. Herbert.....	G. Harvey.....	21	Richmond.
" 18..	16.55	Spl.	Freight...	W. J. Ellis.....	A. Robbins.	271	Oxford Junction.
" 18..	9.12	41	"	J. B. Dubé.....	W. Duncan.....	214	St. Alexis

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RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1906—*Continued.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Geo. Hetherington..	Employee ..	Fell off tender of engine.....	Head and back injured.	
H. O'Meara.....	"	Jumping off train.....	Face injured....	
John Hettler ..	"	While coupling passenger cars got jammed.	Back and chest injured.	
Martin Foley.	Neither.....	Riding on velocipede on railway track and was struck by train.	Fatal.....	Accidental.
W. Pirie.....	Employee ..	Fell off of car	Head and shoul- ders.	
J. Hingston	"	Getting off of car.....	Ankle sprained..	
A. McNutt.	"	While coupling cars.....	Foot jammed....	
Walter Sharp.	Passenger.	Jumped off train in motion.....	Fatal.....	No inquest.
W. Osborne.....	Employee ..	Fell on tender of engine.....	Knee badly in- jured.	
Wm. Campbell.....	"	Fell out of car.	Wrist bone bro- ken.	
Octave Veilleux....	"	Fell on tender of engine.....	Arm hurt.....	
Angus McKenzie.	Passenger.	Fell off train in motion.....	Head injured....	
C. W. Taylor.....	Employee ..	While coupling cars.....	Thumb jammed.	
A. Pallen.....	"	"	Fingers jammed.	
A. Gauvreau.....	"	Express train No. 153 ran into special train which was taking the siding.	Slightly injured.	
"	"	"	"	
Ed. Whidden.....	Passenger ..	Jumped off train in motion.....	Collar bone put out.	
H. B. Barnes..	Employee	While getting on car fell with hand on rail.	Fingers smashed and shoulder hurt.	
Oliver Nadeau.....	Neither.	While driving over crossing team struck by train.	Fatal.....	Accidental.
Wm. McKean.....	Passenger ..	"	"	"
E. English.....	Employee ..	Fell against edge of car door....	Cut over left eye	
M. Samson.....	"	While getting on pilot of engine	Knee injured....	
Fred. C. Steeves....	"	While shunting was struck by box car.	Head and arm injured.	
James Taylor.....	"	Caught between cars while coup- ling.	Slightly injured.	
G. M. Fisher	"	While working underneath car it was moved by shunter.	Fatal.....	Accidental.
David M. Melanson.	"	Fell off ladder while icing C.P. R. dining car.	Arm and shoul- der injured.	
Unknown man	Neither.....	Run over by engine backing down round house.	Fatal ..	No inquest.
Jos. Frechette	Employee ..	Supposed to have fallen from No. 19 train.	Slightly injured.	
Wm Cormier.	Employee ..	Unloading a switch stand from car.	Foot badly hurt.	
A. Vernier	Neither.	Struck by engine while trying to cross track in front of train.	Seriously hurt. .	
O. Rouleau.	Employee ..	Walking near track, going to work, and struck by engine.	Shoulder injured.	
Jas. Eastman.....	"	Struck by engine.....	Slightly hurt....	
Ed. Fillmore.....	Neither.....	Trespassing on track and struck by train.	Fatal.....	No inquest.
John McDonald	Employee	Getting off moving engine and fell between platform and train.	Leg cut off.....	
	"	Struck by train	Shoulder hurt and one toe broken.	

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INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1906:							
Jan. 22..	2 25	Spl. Freight...	J. McLeod.	F. Gibson	131	Rothesay...	
" 22..	2.25	"	"	A. Cook.....	46	"	
" 26..	10.10	75	"	L. D. Proulx.	G. Begin	91	St. Germain.....
" 26..	15.50	153	Express..	F. Laliberte	L. Tardif.	76	St. Charles
" 29..	5.30				J. G. McDonald....	142	Stellarton.
Feb. 2..		26	Express..	A. Ramine.....	John Ross.....	232	Truro
" 8..							Gloucester Junction....
" 9..	22.55	Spl. Freight...	C. W. Lutes.....	Thos. McCallum....	108	River Philip.	
" 9..					John Kelly.....	143	"
" 19..	15 15		Shunter..		Wm. H. Anderson..	286	St. John.....
March 3..	10.15	34	Express...	A. McPherson...	J. J. Smith.....	320	Near Canaan
" 5 ..	20.30		Auxiliary.	A. Roy.....	A. J. McDonald....	150	Campbellton
" 7 ..	7.50	Spl. Freight...	D. J. McDonald....	H. T. Cutten.....	146	Stellarton	
" 19..	12.45	"	"	A. Bonneau.....	J. W. Dean.....	167	St. Madeline.....
" 19..	12.45	"	"		W. Atkinson.....	166	"
" 2 23..	18.00	55	"	Newt Hopper.....	R. Kennedy.....	88	Cape Porcupine....
" 27..	10.25	Spl.	"	D. Haines.....	R. Whalen	295	Eel River.....
" 28..	14.20	104	"	A. C. McLean.....	J. McRury.....	160	West Bay Road....
April 3..	9.55	Spl.	"	J. Card.....	Geo. Stone.....	240	Harcourt.....
" 6..	16.00		Shunter..		C. Sawyer	302	Riv. du Loup.....
" 11..	17.30		"		H. Cummings....	77	Stellarton.
" 13..	18.25	353	Express...	M. Verville.....	J. Houston.....	83	St. Monique.....
May 2..	2.15		Shunter..		J. Flavin.....	288	Halifax.....
" 3..	21.45	301	Express...	A. E. Logan.....	G. R. Logan	327	Chatham Junction....
" 10..	15.00		Shunter..		DeBoo	96	Chaudiere Junction .
" 15..	7.30		"		J. McLellan	205	Halifax.....
" 17..	8.00		"		J. Johnson.	61	Truro.
" 31..	17.15	Spl. Freight...	E. Smith.....	G. Rushton.....	311	St. Moise.....	
June 2..	15.30		Shunter..	S. F. McKeracher..	P. Fraser.....	15	Pictou.....
" 9..	11.15		"	T. Berube	S. Levesque	196	Riv. du Loup....
" 19..	8.40	Spl. Freight	H. G. Thompson...	Jas. Moody.....	336	Humphrey's	
" 23..	4.55	34	Express...	Geo. Walker..	W. Price.....	344	Matapedia.....
" 26..	5.52	Spl. Freight...	J. W. Coles.....	G. DeMill.....	313	Penobsquis.....	
" 27..	14.15	89	"	Geo. Crawford	H. D. Stuart.	146	Wallace.....
" 28..	14.50		Pilot...	T. Dussault.....	J. Frier	174	Fitch's Siding.....
" 29..	10.00		Shunter..	J. F. Kelly.	J. H. Campbell.	66	New Glasgow.
" 29..	16.00	Spl. Freight...	M. McGillivray....	J. W. Gunning.	77	Marshy Hope.....	
" 30..	14.20	"	"	A. Laliberte	C. Beaudet.	82	Manseau.....
" 30..	14.20	"	"		W. H. Toohy.....	181	"

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RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1906—*Concluded.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
J. McLeod.	Employee	{ Train parted and sections col-	Slight injuries. . .	
X. Tuttle.	"	{ lided.	"	
J. St. Pierre.	Neither.	Struck by engine while walking on track.	Cheek cut.	
Alph. Mercier	"	Struck by train while sleeping alongside track.	Fatal.	Accidental.
Geo. Blois.	Employee	Fell off tender of engine.	Back injured. . . .	
John Dean.	"	Gauge glasses burst.	Neck badly cut. . .	
H. M. Buckley.	"	Grindstone fell on him.	Leg badly bruised	
Thos. F. Doland.	Neither.	{ Struck by engine while walk-	Badly injured. . .	
Joseph Ingram	Neither.	{ ing on track.	"	
		While unloading a car of lumber it was moved by engine, and he was jammed between load on team and the car.	Seriously injured	
Wm. Gardner.	Passenger	Opened vestibule trap door and jumped off train.	Fatal.	"
James Sargeant.	Employee	Assisting in putting cars on track and foot caught between oil-box in car and lump of coal.	Foot badly jammed.	
D. E. McKenzie	"	While shunting fell off a box car.	Bone broken in foot.	
Mrs. J. Beauregard.	Neither.	{ Attempted to cross track in } front of moving engine.	Fatal.	"
A. J. Forestall.	Neither.	Found alongside track; supposed to have been struck by train.	Fatal.	"
Raoul Pineault.	Employee	While coupling cars	Thumb jammed.	
Mrs. John McDonald	Neither.	Attempted to cross track in front of moving train.	Fatal.	"
H. Hachey	Employee	Cars went off track.	Slightly hurt. . . .	
P. Belisle.	"	Struck by engine.	Fatal.	"
E. Sproull.	"	"	"	"
Alex. Champoux.	Passenger	Fell off moving train.	Slightly injured.	
W. Hibbits.	Employee	While coupling cars.	Thumb jammed.	
G. R. Logan.	"	Stepping on to platform and slipped on frost.	Bone broken in leg and ankle sprained.	
A. Rheault.	"	While uncoupling cars.	Hand smashed. . .	
Fred. Cameron.	"	In getting off engine fell against a telegraph post.	Face badly bruised.	
Fred Duncan.	Neither.	Jumping on a moving car.	Toes badly crushed.	
J. B. St. Pierre.	Employee	While shunting	Legs slightly hurt.	
Edgar Reid.	Neither.	Jumping on moving cars.	Fatal.	"
Louis Gagnon.	"	While walking on track struck by engine.	"	"
James Wood.	"	Attempted to cross track in front of moving train.	"	No inquest.
Z. Barreau.	"	Driving across track in front of moving train and was struck.	Not serious. . . .	
Freeman Leaman.	"	Struck by train while walking on track.	Fatal.	Accidental.
W. Campbell.	Employee	While coupling cars.	Fingers jammed.	
Robt Neil.	"	While shunting was caught and crushed between car and platform.	Fatal.	"
D. M. Bruce.	"	While coupling cars was caught and squeezed.	Badly injured. . .	
J. G. McLean	"	Tripped and fell between cars. . .	Feet badly injured.	
H. Omara.	"	{ Train broke apart and the } parts collided.	Not serious.	
A. Laliberte.	"	"	"	

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WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
 MONCTON, N.B., August. 27, 1906.

SIR.—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended June 30, 1906.

- No. 1.—Revenue account
- No. 2.—Maintenance of Way and Works.
- No. 3.—General balance.
- No. 4.—Statement of Earnings.

I also send you the report of the Engineer of Maintenance on the condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by the Dominion Atlantic Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the government, the latter maintaining the line.

The gross earnings show a decrease, compared with those of the previous year, as follows :—

Earnings, 1905-6....	\$49,452 50
Earnings, 1904-5....	50,038 67
Decrease.....	\$ 586 17

The decrease was in both passenger and freight traffic.

The net earnings for the year were \$31,966.53.

At Windsor a new passenger station was built, the freight house was moved to another site and a large addition made to it, as described in the report on capital expenditure by the Chief Engineer of the Intercolonial Railway.

The permanent way and works received necessary repairs and are in good order.

I have the honour to be, sir,
 Your obedient servant,

D. POTTINGER,
 General Manager, Government Railways.

M. J. BUTLER, Esq., C.E.,
 Deputy Minister and Chief Engineer,
 Department of Railways and Canals,
 Ottawa, Ont.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.
 MONCTON, N.B., August 1, 1906.

SIR.—I have the honour to submit herewith the report of the maintenance of the Windsor Branch, for the year ending June 30, 1906.

TRACK.

During the past year 45,543 feet of 4-inch and 4½-inch rails were taken out of the track, and the same quantity of 4½-inch and 4½-inch relaid.

TIES

11,505 ordinary ties and 11 sets of switches were renewed during the year.

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BALLASTING.

During the year 60 cubic yards of ashes were distributed and put under.

SWITCHES AND SEMAPHORES.

During the year necessary repairs were made to switches and semaphores and three sets of switch gear renewed.

SIDINGS.

During the year 1,654 feet of new siding accommodation was provided at different points.

FENCING.

Necessary repairs were made to existing fences.

BUILDINGS AND PLATFORMS.

Repairs.

Windsor, station.	Beaver Bank, freight-shed.
Windsor, platform.	Ellershouse, platform.
Windsor, engine-house.	Newport, station.
Windsor, hay-shed.	Newport, freight-shed.
Windsor, tool-house.	Newport, platform.
Windsor, freight-shed.	Three-Mile Plains, shelter.
Mount Uniacke, station.	Stillwater, platform.
Beaver Bank, platform.	

BRIDGES AND CULVERTS.

Repairs.

Necessary repairs were made to all culverts where required.

GENERAL.

Repairs were made to cattle guards, road crossings, and gates, throughout the line, where required.

Glazing was done and glass put in, where required.

Outhouses and approaches to public road crossings were whitewashed, where necessary.

Semaphores and signals were painted where required.

Necessary repairs were made to hand-cars, trolleys and wheel barrows, throughout out the line.

Ladders for semaphores and buildings were provided, where required.

I find that the Windsor Branch has been kept in its usual condition, being equally as good as heretofore.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

Engineer of Maintenance of Way and Works.

D. POTTINGER, Esq.,

General Manager, Government Rys.,
Moncton, N.B.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE Account, year ended June 30, 1906.

Previous Year.	Expenditure.	Year ended June 30, 1906.	Previous Year.	Earnings.	Year ended June 30, 1906.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
26,863 16	Maintenance of way and works .	17,485 97	13,829 22	Passenger traffic'..	13,651 54
23,175 51	Balance	31,966 53	35,064 66	Freight traffic ...	34,649 12
			1,144 79	Mails.....	1,151 84
50,038 67		49,452 50	50,038 67		49,452 50

E. & O. E.
Moncton, N.B., June 30, 1906.

T. WILLIAMS,
Chief Acct. and Treas.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Works, year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
\$ cts.		\$ cts.
11,744 04	Repairs of track	11,014 56
420 93	Rails and fastenings.....	383 00
5,605 00	Ties	2,792 58
625 25	Bridges	552 63
18 24	Signals	9 50
106 49	Culverts, cattle guards, &c	83 80
	Wharf at Windsor.....	8 00
2,067 28	Buildings and platforms... ..	868 64
10 10	Hand cars and trollies.....	
4,063 04	Removing snow and ice	155 73
206 80	Tools and repairs of same.....	181 88
830 05	Fencing.....	265 39
1,135 09	Accountant's office and expenses...	1,138 48
30 85	Miscellaneous.....	31 78
26,863 16		17,485 97

E. & O. E.
Moncton, N.B., June 30, 1906.

T. WILLIAMS,
Chief Acct. and Treas.

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No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL Balance, year ended June 30, 1906

1906.	DR.	\$ cts.	1906.	CR.	\$ cts.
June 30...	To Store Dept.	9,640 57	June 30...	By Dominion Account.	14,492 18
	Dom. Atl. Ry.	4,851 61			
		14,492 18			14,492 18

T. WILLIAMS,

Chief Acct. and Treas.

E. & O. E.

Moncton, N.B., June 30, 1906.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY Statement of Receipts—One-third Earnings.

Month.	Passenger Traffic.	Freight Traffic.	Mails.	Totals.
1905.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	1,575 40	2,082 15	96 91	3,754 46
August ...	1,848 73	2,318 66	96 91	4,264 30
September	2,433 27	3,724 03	96 90	6,254 20
October.....	1,255 53	4,618 54	96 90	5,970 97
November.....	639 91	4,701 48	94 46	5,435 85
December.....	1,012 19	2,497 77	95 68	3,605 64
1906.				
January.....	611 90	3,387 69	95 68	4,095 27
February ..	581 05	2,830 00	95 68	3,506 73
March.....	667 39	2,112 14	95 68	2,875 21
April.....	947 07	1,967 65	95 68	3,010 40
May... ..	845 83	2,080 09	95 68	3,021 60
June.....	1,233 27	2,328 92	95 68	3,657 87
	13,651 54	34,649 12	1,151 84	49,452 50.

T. WILLIAMS,

Chief Acct. and Treas.

E. & O. E.

Moncton, N.B., June 30, 1906.

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PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., August , 1906.

SIR,—I have the honour to submit the following reports on the working of the Prince Edward Island Railway for the fiscal year ended June 30, 1906.

I inclose the report of the superintendent, including statements of the various accounts, also the report of the chief engineer on the works charged to capital account.

The length of railway in operation on June 30, 1905, was 209 miles. On November 1, 1905, the line of railway known as the Murray Harbour branch, extending from Charlottetown to Murray Harbour, including the Vernon River branch between Lake Verde and Vernon, 52·3 miles in length, was opened for traffic, making a total mileage in operation on June 30, 1906, of 261·3 miles.

The expenditure on capital account during the year was \$496,124.89.

This makes the total cost of the railway on June 30, 1906, \$7,215,588.69. Of the expenditure during the year \$118,295.17 was on account of the Murray Harbour branch and \$75,733.99 for the Hillsborough bridge, which is a part of that branch ; \$113,325.31 on account of a branch line from Cardigan to Montague Bridge, and \$27,208.37 on account of a branch line to Vernon River Bridge.

The working expenses for the year were.....\$294,253 16

The gross earnings were..... 257,270 57

Difference \$ 36,982 59

The gross earnings show an increase of \$39,939.96 over the previous year, the increase being in both passenger and freight traffic, and also in mails and sundries.

There was a decrease of \$76,211.28 in the working expenses compared with last year.

The necessary work was done to maintain the permanent way and works, and the rolling stock, and they are in a state of efficiency.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager Government Railways.

M. J. BUTLER Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,

MONCTON, N.B., August 3, 1906.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending June 30, 1906.

To increase accommodation at Georgetown.

The creosoted pile wharf and the extension to the freight shed, for which the contract was let last year, have been completed.

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Freetown, dwelling for agent at.

This work was completed under contract by J. M. Clark & Co.

Enlarging freight shed at Port Hill.

This work was completed by days' labour.

Branch line to Vernon River Bridge.

The work in connection with the construction of this branch has been completed.

To increase accommodation at Kensington.

The new passenger station, for which the contract was let last year to M. F. Schurman & Co., was completed.

A new freight shed was provided under contract by M. F. Schurman & Co., and the necessary grading and track-laying required in connection with the same was done.

To increase accommodation at Charlottetown.

A contract was let for a new brick and stone passenger station, and the work of construction is going on. The land required for the site of new station was bought and paid for.

A quantity of creosoted material was delivered, to be used in connection with the proposed wharf.

The filling of the pond, required in connection with the rearrangement of the yard and tracks to the station, was done under contract with J. B. McManus, Ltd.

Murray Harbour Branch.

This branch was completed.

Hillsborough Bridge.

The work in connection with the substructure and the superstructure for this bridge was completed, and the bridge painted.

Turning gear and gasoline engine, required in connection with the swing span, were provided. Rest piers were provided for swing span.

The approaches to the bridge were macadamized. and electric semaphores, derailing switches, gates, &c., required were also provided.

Survey from Main Line to West Shore.

A preliminary survey and estimate were made for a branch line from the main line near O'Leary Station to West Point and McWilliam's Cove.

To improve water service.

The work of installing overhead water tanks, carried over from last year, has been completed.

Branch line from Cardigan to Montague Bridge.

This branch was completed.

Improvements at Summerside.

Additional sidings were provided, an approach was made, and a culvert extended. The turntable was removed, and a contract awarded J. M. Clark & Co. for a new 3-stall engine house.

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Swing Span Morrell River Bridge.

The work in connection with the erection of this swing span was completed.

I have the honour to be, sir,

Your obedient servant,

WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
General Manager, Government Railways,
Moncton, N.B.,

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., July 31, 1906.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island Railway, for the fiscal year ended June 30, 1906:—

I also inclose the report of the mechanical superintendent, and statements prepared by the accountant and auditor and the mechanical accountant and storekeeper.

No. 1. Capital account.

2. Revenue account.

3. Locomotive power.

4. Car expenses.

5. Maintenance of ways and works.

6. Station expenses.

7. General charges.

8. General store account.

9. General balance.

10. Comparative statement of averages.

A. Monthly statement of the cost of locomotive power.

B. Statement of performance and consumption of locomotives.

C. Monthly statement of car mileage.

D. Statement of the number of locomotives, cars, snow ploughs and flangers.

E. Comparative statement of the expenses of the mechanical department.

The mileage of the railway in operation on June 30, 1905, was 209 miles. The Murray Harbour branch between Charlottetown and Murray Harbour, including the Vernon River branch between Lake Verde and Vernon, was opened for traffic November 1, 1905, the added mileage being 52·3 miles, making a total of 261·3 miles in operation June 30, 1906. The Montague branch was opened for traffic on July 1, 1906. The distance from the main line at Montague Junction to Montague is 6·2 miles.

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CAPITAL ACCOUNT.

The total expenditure to June 30, 1905, was... ..\$6,719,463 80

The additions during the year were as follows:—

Enlarging freight shed at Port Hill... ..	493 14
Survey from main line to West Shore... ..	986 04
Dwelling for agent at Freetown... ..	1,560 00
To increase accommodation at Kensington... ..	3,969 76
To fit up locomotives and passenger cars for steam heating... ..	6,994 59
Improvements at Summerside... ..	8,000 00
To improve water service... ..	10,200 00
To apply M.C.B. couplers to rolling stock... ..	10,994 47
Swing span for Morell river bridge... ..	15,000 00
To apply Westinghouse air brakes and air signals... ..	19,987 89
To increase accommodation at Georgetown... ..	19,996 99
Branch line to Vernon river bridge... ..	27,208 37
To increase accommodation at Charlottetown... ..	63,379 17
Branch line from Cardigan to Montague bridge... ..	113,325 31
Hillsborough bridge... ..	75,733 99
Murray Harbour branch... ..	118,295 17

Making the total cost on June 30, 1906... .. \$7,215,588 69

Enlarging freight shed at Port Hill.—This was completed by day's work.

Dwelling for agent at Freetown.—This work was completed under contract by J. M. Clark & Co.

To increase accommodation at Kensington.—A new freight shed was completed under contract by M. F. Schurman & Co., and the necessary track-laying and grading done.

To fit up locomotives and passenger cars for steam heating.—This work was done by the mechanical department.

Improvements at Summerside.—Additional sidings were provided, a concrete foundation laid down for a turntable, and a contract awarded J. M. Clark & Co. for a new three-stall engine house.

To improve water service.—The work of installing overhead water tanks, carried over from last year, has been completed.

To apply M.C.B. couplers to rolling stock.—These were applied to all rolling stock by the mechanical department.

To apply Westinghouse air brakes and air signals.—These were applied to all rolling stock by the mechanical department.

Explanations of other capital expenditures are to be found in the report of the chief engineer.

REVENUE ACCOUNT.

The earnings show a substantial increase over last year, apart from the revenue derived from the Murray Harbour branch. The crops were very good, and the winter much less severe than last year. The frequent thaws, followed by severe frost in March and April, made the roadbed very bad, and the service was very irregular for a period of two or three weeks.

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WORKING EXPENSES.

The working expenses compare with the previous year as follows:—

In 1904-05	\$370,464 44
1905-06	294,253 16
Decrease	<u>\$ 76,211 28</u>

The averages compare with the previous year, as follows:—

Per mile run by engines.

	Cents.
In 1904-05	83·72
1905-06	68·16

Per mile run by trains.

In 1904-05	107·91
1905-06	93·86

Expenditure per mile of railway.

In 1904-05	\$1,772 55
1905-06	1,205 95

TRACK.

Twenty-six thousand railway ties, 23 sets switch ties, and 41 switch head-blocks with frames were renewed.

One thousand one hundred culled ties were used in yards and sidings.

Half a mile of 56-lb. steel rails were laid between Winsloe and Milton to replace 50-lb. rails; 175 feet of 56-lb. steel rails between Perth and Cardigan to replace old iron rails, and 500 feet of 56-lb. steel rails, and 4 steel frogs in yard at Charlottetown. Twelve hundred feet of 56-lb. steel rails, and 3 steel frogs with new switch gear were laid in yard at Tignish; 1,881 feet of 56-lb. steel rails, and 8 sets switch gear in yard at Georgetown; 290 feet of 56-lb. steel rails, 3 steel frogs and 3 sets new switch gear put in yard at Montague; 2,000 feet of new track and 6 frogs and switch gear laid at Charlottetown in connection with new station; and 1,300 feet of new track, 3 steel frogs, and 3 sets new switch gear laid in Summerside yard.

During the year 11 hand cars were repaired, and 6 new lorry tops and 12 track levels built.

SIDINGS.

At Conway a siding of steel rails and fastenings, 6,080 feet in length, was laid into ballast pit.

At Summerside a new siding, 162 feet, was laid to the location of new engine-house.

At Emerald, 1,200 feet of 50-lb. steel rails were laid on Y to replace old iron rails.

At Hunter River, 150 feet of 56-lb. steel rails were laid on siding to replace old iron rails.

FENCING.

There were 74,543 feet Page wire fence, and 3,763 feet barbed and web wire fence erected on cedar posts; 17,387 feet new snow fence built; 500 panels portable snow fence, 8 feet and 10 feet long, built and put up in places where most needed. During the winter temporary snow fences were also erected of brush and other material.

All fences received necessary repairs.

One hundred farm gates were renewed.

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BALLASTING.

Two and one-half miles track were ballasted.

Five hundred cars of clay were put on Curtis Creek dump, 100 cars on Georgetown wharf, and 230 cars on dumps of Montague branch. Six hundred cars of ballast were put on Montague branch, and 100 cars on approaches to Morell bridge.

Four cars of clay were used in grading station grounds at Harmony, and 7 cars clay in grading station grounds at Selkirk.

BRIDGES.

At Cape Traverse, Bell's bridge received 15 hard pine ties.

At Cape Traverse, Reeve's bridge received 7 hard pine ties.

At Milton, Moar's bridge received 22 hard pine ties.

At Selkirk, Naufrage bridge received 33 hard pine ties.

At Souris, two overhead bridges on wharf received necessary repairs.

All other bridges needing repairs were attended to.

CULVERTS.

At Piusville, a new iron pipe culvert, 24 feet long, 16 inches diameter, was put in to replace a wooden one.

At Summerside, 270 feet of metal pipe, 14 inches diameter, was put in for yard drain. One new iron pipe culvert, 24 feet long, 16 inches diameter, was put in to replace wooden culvert. One reinforced concrete culvert, 88 feet long, was built, in which the following material was used : 77 barrels cement, 190 barrels sand, 385 barrels broken stone, 700 lbs. old iron rails and $\frac{3}{4}$ iron rods.

Twenty-six wooden culverts were rebuilt with cedar and other material. Eleven stone culverts were repaired by using 9 barrels cement and $1\frac{1}{2}$ cars of stone.

Twenty-nine cattle-guards were rebuilt with hard pine stringers, hemlock ties and hemlock mud sills.

WHARFS AND BREASTWORKS.

At Summerside, in repairing the wharf the following material was used : 1,000 cubic feet hemlock timber, 8,000 lineal feet hemlock plank, 3 kegs 60-dy. nails and 100 iron butt bolts. In building breastwork 1,848 cubic feet hemlock timber, 60 cull ties, 250 iron butt bolts and 1 keg 60-dy. nails were used. One new Ellis bumping post was erected on wharf.

At Souris, in repairing wharf 7 tons hemlock timber, 50 iron butt bolts and 1 keg 60-dy. nails were used. Five fenders were put on wharf.

At Georgetown, 3 new Ellis bumping posts were erected on wharf.

At Charlottetown, the following material was used in repairing breastworks : 47 tons hemlock timber and 300 iron butt bolts.

At Midgell, breastwork was repaired with stone and brush.

At St. Peters, 17 cars of stone were used in repairing breastwork.

BUILDINGS AND PLATFORMS.

Tignish.—Pit in engine-house was rebuilt. Station and agent's dwelling received necessary repairs.

Alberton.—A new coal-shed was built at station, and a new coal-shed for agent's house, for which the following material was used : 2 tons hemlock timber, 420 feet scantling, 500 feet hemlock plank, 2,500 feet hemlock boards, 2 kegs 12-dy. nails, 1 keg 60-dy. nails and 5 rolls roofing paper. A new station platform was made, for which 1,600 feet hemlock plank, 80 cull ties and 2 kegs 60-dy. nails were used.

Piusville.—A new station platform was made, in the construction of which 1,385 feet hemlock plank, 85 cull ties and 2 kegs 60-dy. nails were used.

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Bloomfield.—A new Page wire fence was erected around agent's dwelling on turned cedar posts.

O'Leary.—Station platform was repaired, for which 400 feet hemlock plank and 1 keg 60-dy. nails were used. Station roof was repaired, and necessary repairs made to freight-house doors and windows.

Coleman.—Station platform was rebuilt. Material used : 450 feet hemlock plank and 1 keg 60-dy. nails.

Ellerslie.—Necessary repairs were made to station and dwelling.

West Devon.—A new coal-shed was built at water tank. Material used : 400 feet scantling, 800 feet hemlock boards, 2 rolls roofing paper, 1 keg 60-dy. nails and 1 keg 12-dy. nails.

Port Hill.—An addition of 25 x 20 feet was built to freight-house, for which the following material was used : 1,700 feet scantling, 1,600 feet hemlock boards, 15 M. cedar shingles, 7 rolls tar paper, 2 kegs 60-dy. nails, 1 keg 12-dy. nails, 1 keg shingle nails and 3 freight-house doors and frames. Roof of old freight-house was repaired with roofing tar and gravel. New freight-house was painted outside.

Miscouche.—A new dwelling was built for agent. Repairs were made to station and platform. A new wire fence was erected on turned cedar posts around agent's dwelling.

Summerside.—A concrete foundation was made for new turntable. Material used: 180 barrels cement, 17 cars broken stone, and 7 cars of sand.

Kensington.—A new station platform was made. Material used: 1,950 feet hemlock plank, and 2 kegs 60-dy. nails.

Freetown.—A new dwelling was erected for agent. A new Page wire fence was erected around agent's dwelling on turned cedar posts. Repairs were made to station and platform.

Emerald.—A new flue was built in station, for which 200 bricks, 1 barrel cement, 2 barrels sand were used. A new pantry was made for agent.

Cape Traverse.—Repairs were made to station and engine house. Agent's dwelling was papered and painted.

Bradalbane.—Repairs were made to station platform.

Hunter River.—Repairs were made to station windows and doors.

North Wiltshire.—Necessary repairs were made to station.

Royalty Junction.—Repairs were made to station platform and agent's dwelling.

Charlottetown.—Repairs were made to all buildings. Warehouse on wharf was removed up to yard and used by store department for a storehouse.

Bedford.—Station was painted inside and outside, and repairs made to platform.

Mt. Stewart.—Station platform was repaired.

Morell.—In making a new station platform the following material was used: 1,400 feet hemlock plank, 40 cull ties, and 1 keg 60-dy. nails. Repairs were made to station and agent's dwelling.

St. Peters.—Station platform was repaired.

Ashton.—A new coal shed was built at water tank. Material used: 400 feet scantling, 800 feet hemlock boards, 2 rolls roofing paper, 1 keg 60-dy. nails, 1 keg 12-dy. nails.

Bear River.—Necessary repairs were made to station and platform.

Harmony.—A new coal shed was built for water tank. Material used: 400 feet scantling, 800 feet hemlock boards, 2 rolls roofing paper, 1 keg 12-dy. nails, and 1 keg 60-dy. nails.

Souris.—Roof of freight house was shingled. A partition was built in freight house on wharf. Repairs were made to station and dwelling.

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St. Teresa.—A new station platform was made. Material used: 2,000 feet hemlock plank, 80 cull ties, and 1 keg 60-dy. nails. A new cattle pen was erected.

48 Road.—Station platform was extended 32 feet, and built with new material.

Cardigan.—Agent's dwelling was papered.

Georgetown.—A new coal shed, 80 feet, was built. Roof of freight house on wharf was shingled. Engine house was repaired.

Montague.—One new Ellis bumping post was erected.

All other buildings requiring repairs were attended to.

STORES.

The value of stores purchased was.. . . .	\$183,998 25
The value of stores used was.. . . .	231,952 70
The value of old material sold was.. . . .	10,743 71

The value of stores on hand at the end of the year was:—

Ordinary stores.. . . .	\$ 33,231 46
Fuel.. . . .	13,991 55
Old material for sale.. . . .	25,821 86
	<hr/>
	\$ 73,044 87

GENERAL.

On November 30, 1905, fire destroyed the carpenter and blacksmith shop at Charlottetown, together with nearly all tools and machinery, and a number of other valuable assets. This loss has borne heavily on the expenditure for the current year.

The rolling stock, road-bed, and buildings have all received attention, and are in a state of efficiency.

I inclose a return of minor casualties which occurred during the year.

I have the honour to be, sir,
Your obedient servant,

G. A. SHARP,
Superintendent.

D. POTTINGER, Esq., I.S.O.,
General Manager, Canadian Government Railways,
Moncton, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

DETAILS of Accidents for the year ending June 30, 1906.

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1905.				
Aug. 18	Geo. Tanton, conductor, Charlottetown.....	Summerside ..	While getting off train	Injured ankle
" 5	Fred. Craswell, section labourer	Cardigan.....	Placing hand car on track.	Back injured.
" 24	E. Leeman, section foreman, Georgetown ..	Georgetown...	Piece lumber fell.....	Toe crushed.
Sept. 9	M. Berrigan, section foreman, Bedford.....	Bedford	Placing hand car on track.	Hip and back injured.
" 22	Angus Cameron, fireman, Charlottetown...	Charlottetown	Slipped on engine....	Broke wrist.
" 25	F. Christopher, brakeman, Tignish.....	New Annan ..	Coupling cars.....	Body squeezed
Oct. 2	Jos. McDonald, labourer, Charlottetown..	Charlottetown	Piece lumber fell.....	Toe crushed.
" 3	M. McKenzie, labourer " ..	" ..	Rail fell.....	Toes crushed.
" 5	Jas. M. Enman, brakeman, Summerside ..	Tignish.....	Shunting cars.....	Body crushed.
Nov. 25	M. McKenzie, labourer, Charlottetown.....	Charlottetown	Struck by snow plough	Leg fractured.
Dec. 22	Wm. Harris, brakeman " ..	Vernon River.	Snow plough derailed.	Arm injured.
" 26	J. H. Burns, yardmaster, Summerside	Summerside ..	Coupling cars.....	Thumb crush'd
" 26	E. Moynagh, brakeman, Souris	Mt. Stewart..	" ..	Finger crushed
Jan. 18	Chas. Campbell, carpenter, Charlottetown..	Charlottetown	Falling plank.....	Head injured.
" 26	Robt. Hannah, driller " ..	" ..	Lifting draw bar...	Back injured.
" 30	I. Clarke, brakeman, Cape Traverse.....	Cape Traverse.	Shunting ..	Ankle injured.
Feb. 7	Thos. Clarke, fireman, Summerside	Charlottetown	Fixing engine lamps..	Finger crushed
" 20	D. Dowling, section foreman, Charlottetown	Southport	Unloading cars	Top cut off thumb.
Mar. 5	A. Affleck, brakeman " ..	Charlottetown	Loading baggage....	Back injured.
" 10	J. J. O'Reilly, brakeman " ..	" ..	Coupling cars	Thumb crush'd
" 10	Chas. Hines, labourer " ..	" ..	Lifting sill.....	Back injured.
" 26	E. Crosby, agent, Cape Traverse.....	Cape Traverse	Unloading baggage...	Ankle injured.
April 20	R. McWilliams, fireman, Charlottetown....	Souris.....	Coaling engine	Foot hurt.
May 26	Jas. Revelle, cleaner " ..	Summerside ..	Cleaning engine.....	Hand scalded.

CHARLOTTETOWN, P.E.I., July 31, 1906.

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No. 1—PRINCE EDWARD ISLAND RAILWAY.

Dr. CAPITAL ACCOUNT. Cr.

1905. June 30.		\$	cts.	1905. June 30.		\$	cts.
	To cost of road and equipment to date.				By Dominion of Canada.	6,719,463	80
1906. June 30.	To expenditure, year ended June 30, as follows:			1906. June 30.	By Dominion of Canada.	496,124	89
	Enlarging freight shed at Port Hill. . . . \$	493	14				
	Survey from main line West Shore. . . .	986	01				
	Dwelling for agent at Freetown. . . .	1,560	00				
	To increase accommodation at Kensington. . . .	3,969	76				
	To fit up locomotives and passenger cars with steam heating. . . .	6,994	59				
	Improvements at Summerside. . . .	8,000	00				
	To improve water service. . . .	10,200	00				
	To apply 'M.C.B.' couplers to rolling stock. . . .	10,994	47				
	Swing span for Morell River Bridge. . .	15,000	00				
	To apply Westinghouse air brakes and air signals. . . .	19,987	89				
	To increase accommodation at George town. . . .	19,996	99				
	Branch line to Vernon River Bridge. .	27,208	37				
	To increase accommodation at Charlotte town. . . .	63,379	17				
	Branch line from Cardigan to Montague Bridge. . . .	113,325	31				
	Hillsborough Bridge. . . . \$	75,733	99				
	Murray Harbour Branch. . . .	118,295	17				
		194,029	16				
						496,124	89
						7,215,588	69

CHARLOTTETOWN, P.E.I., June 30, 1906.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR. REVENUE ACCOUNT for Year ended June 30, 1906. CR.

Previous Year.	Expenditure.	Year ended June 30, 1905.	Previous Year.	Receipts.	Year ended June 30, 1906.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
109,541 81	Locomotive power, per Abstract No. 1.....	99,983 92	102,505 55	Passenger traffic.....	114,053 82
56,696 00	Car expenses, per Abstract No. 2.....	50,446 79	94,724 70	Freight traffic	121,621 58
136,138 50	Maintenance of ways and works, per Abstract No. 3.....	74,801 87	20,100 36	Mails and sundries....	21,595 17
51,881 94	Station expenses per Abstract No. 4.	51,977 13	217,330 61	.....Total receipts.	257,270 57
16,206 19	General charges, per Abstract No. 5.....	17,043 45	153,133 83	Balance.....	36,982 59
370,464 44	.....Totals.....	294,253 16	370,464 44	... . Totals.....	294,253 16

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
2,519 79	Mechanical superintendent's salary, clerks, office and travelling expenses. . .	2,789 10
31,420 60	Wages of drivers, firemen and cleaners.....	30,441 23
36,263 70	Fuel	37,833 50
1,842 61	Oil, tallow, waste and small stores	1,904 07
33,574 32	Repairs to engines, tenders and engine tools	20,693 27
819 10	Water, including pump and tank repairs....	2,808 38
3,101 69	Miscellaneous.	3,514 37
109,541 81	.....Totals.....	99,983 92

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

6-7 EDWARD VII., A. 1907

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
6,013 08	Repairs to passenger cars.....	4,150 64
1,452 51	Repairs to postal, express and baggage cars.....	1,582 00
10,170 04	Repairs to freight cars and vans.....	6,196 17
1,820 41	Repairs to snow ploughs and flangers.....	461 61
30,303 43	Wages of conductors, train baggage masters and brakemen....	31,480 40
666 94	Oil and waste for packing.....	728 22
4,679 01	Small stores and fuel.....	3,910 39
1,590 58	Miscellaneous.....	1,937 36
56,696 00	Totals.....	50,446 79

W. T. HUGGAN,
Accountant and Auditor

CHARLOTTETOWN, P.E.I., June 30, 1906.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND WORKS.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
384 02	Engineer's salary, clerks, office and travelling expenses....	759 75
43,282 55	Wages in repairing roadway, fences and semaphores.....	54,895 05
5,399 79	Rails, chairs and spikes.....	2,520 10
20,732 36	Ties.....	4,772 03
8,618 91	Timber and lumber for repairs to bridges, cattle-guards, &c....	2,780 23
5,310 04	Repairs to wharfs.....	255 71
6,548 63	Repairs to building and platforms.....	4,374 70
1,535 26	Repairs to tools.....	1,374 12
44,326 94	Clearing ice and snow.....	3,070 18
136,138 50	Totals.....	74,801 87

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

SESSIONAL PAPER No. 20

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
41,995 98	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen, watchmen and labourers	42,129 43
9,885 96	Fuel, oil, light, stationery and other incidental expenses....	9,847 70
51,881 94	..... Totals.....	51,977 13

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
8,223 65	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses.....	8,292 08
5,570 49	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses.....	6,138 69
635 14	Advertising.....	414 93
795 91	Damage to men, animals and goods.....	1,375 40
676 98	Telegraph expenses (not including pay to operators).....	133 07
304 02	Miscellaneous.....	689 28
16,206 19 Totals.....	17,043 45

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

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No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, year ended June 30, 1906.

1905.	DR.	\$	cts.	\$	cts.
June 30.	To Balance brought forward.....			88,784	61
1906.					
June 30.	Purchases during the year, including rails.....	183,998	25		
	Charges from other departments	30,351	08		
	Pay rolls.....	1,863	63		
				216,212	96
	CR.			304,997	57
June 30.	By issues during the year.....			231,952	70
	Balance { Ordinary stores.....	\$	32,778 96		
			Fuel	13,991 55	
			Rails and fastenings on hand.....	25,821 86	
			Old material serviceable.....	452 50	
				73,044	87

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE.

	\$	cts.		\$	cts.
General Stores	73,044	87	Dominion account.....	76,536	64
Cash.....	3,212	35	Through ticket ledger	3,028	19
Stations.....	2,618	83	Rhodes, Curry & Company	1,433	20
Post Office Department.....	7,595	38	Gowrie & Blockhouse Collieries Com-	5,208	01
Militia Department	64	28	pany, Ltd.....		
Anglo-American Telegraph Company	46	42	Intercolonial Coal Mining Company..	3,171	04
Judge Weatherbie.....	30	00	Eastern Trust Company.....	584	91
Sidney Grey.....	30	00	Willard Kitchen.....	1,363	12
Railway Extension, Charlottetown...	812	33			
Accident Insurance.....	2,446	05			
Canadian Express Company	126	40			
Intercolonial Railway ..	1,168	37			
W. J. McCordock	93	94			
J. B. McManus, Limited.....	35	38			
	91,325	11		91,325	11

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

SESSIONAL PAPER No. 20

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE Statement of Averages for years ended June 30, 1906 and 1905.

Details.	1906.	1905.
Mileage of railway open.....	261	209
Engine mileage.....	431,678	442,493
Train mileage.....	313,501	343,301
Car mileage.....	1,903,312	1,683,203
Receipts per engine mile.....Cents	59.60	49.11
“ mile of railway.....Dollars	1,054.39	1,039.86
Percentage of passenger earnings to gross receipts.....	44.34	47.17
“ freight “ “.....	47.27	43.58
“ other “ “.....	8.39	9.25
Expenses per engine mile:—		
Drivers, fireman and cleaners’ wages.....	7.05	7.10
Fuel.....	8.77	8.19
Oil, tallow, waste and small stores.....	.44	.42
Repairs to engines.....	4.79	7.59
Water and tank repairs.....	.65	.18
Miscellaneous.....	.81	.70
	22.51	24.18
Mechanical superintendent’s salary, office and travelling expenses.....	.65	.57
Total.....Cents	23.16	24.75
Locomotive power, per engine mile.....	23.16	24.75
Car expenses.....	11.68	12.81
Maintenance of way and works, per engine mile.....	17.33	30.77
Station expenses.....	12.04	11.73
General charges.....	3.95	3.66
Total.....Cents	68.16	83.72
Locomotive power, per train mile.....	31.89	31.91
Car expenses.....	16.09	16.51
Maintenance of way and works.....	23.86	39.66
Station expenses.....	16.58	15.11
General charges.....	5.44	4.72
Total per train mile.....	93.86	107.91
Working expenses, per mile of railway.....Dollars	1,205.95	1,772.55

Average mileage open for year 244, which was used for averages.

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1906.

Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT,
CHARLOTTETOWN, P.E.I., July 5, 1906.

SIR,—I beg to submit herewith for your information the following statement of the operation of the mechanical department for the year ended June 30, 1906.

The following is a summary of the principal work performed:—

LOCOMOTIVES.

Eleven locomotives received heavy repairs, new driving boxes, new brasses, new side rod and main rod brasses, motion and running gear thoroughly repaired, and stay bolts in boiler thoroughly examined.

Ten locomotives received specific repairs. We had three cylinder heads broken which we repaired, 6 pop valves, 8 whistles and 130 sets of steam packing were made. Twenty-eight pairs of driving wheels, 24 engine truck wheels, 72 car wheels, and 160 car axles were turned. Four hundred wheels were bored and pressed on axles,

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and 1,400 tubes were pieced and put into locomotives. Twelve locomotive smoke stacks were made, one tender rebuilt, and 30 smoke jacks were made; 226,449 lb. of iron were forged, as was also 1,248 lb. cast steel and 1,681 lb. spring steel; and 12,126 lb. of nuts were tapped. Fifty driving springs and 75 engine truck springs were made, and 100 repaired. Westinghouse air brake was applied to 4 locomotives, steam heat to 11 engines, and M.C.B. couplers to 15 locomotives. Three locomotives received new driving tires, and we have a great deal of running gear, too numerous to mention.

CAR DEPARTMENT.

One full baggage car, and one postal and smoking car, under construction last year, were finished. One second class and baggage combined, and 10 box cars were built, and all charged to capital. Six flat cars were rebuilt. Fifteen flat cars, 25 box cars, 2 flanger cars, and 6 passenger cars received heavy repairs. Twelve box cars, 10 flat cars, 2 flanger cars, and 2 snow ploughs received light repairs. Westinghouse air brakes were applied to 20 passenger cars and 262 freight cars; M.C.B. couplers to 41 passenger cars and vans, and 430 freight cars; and steam heat to 31 cars.

BRASS FOUNDRY.

Output: 12,810 lb. brass castings.

PAINT SHOP.

Nine passenger cars were painted and varnished, and 18 were cleaned and varnished. Twelve locomotives, 8 snow ploughs, 14 box cars, 20 flat cars, and 194 car roofs were painted; and 177 cars retarred. Sixteen hand cars, 50 switch frames, 7 settees for Montague branch, the new freight shed at Port Hill, and Brudenell bridge were also painted; and 1,500 panes of glass were put in buildings. Kensington station was painted inside and out; Cape Traverse station and dwelling inside; and Bedford station inside and out. Four men were employed for six weeks scraping and painting Hillsboro' bridge, preparatory to laying the ties.

ROAD AND TRAFFIC DEPARTMENTS.

Thirty-four loading platforms, 12 cattle stages, and 4 baggage and freight trucks were built; and 3 hand cars and 6 lorries were rebuilt. Twenty-six switch frames were made and mounted. Four boxes for papers, 10 coal boxes, 7 settees, 4 battery cases, 70 telegraph arms, 15 new frogs, 20 sets of new switch gear, 2 large sign boards, and 12 small ones were made. Thirty barrels of track plugs were cut. Thirty sets of switch gear, and 10 track ratchets were repaired. Six track lifters were made, and one bridge for Emerald was lengthened four feet, wind-braced and stayed.

On November 30, 1905, a fire started in our blacksmith shop, as we suppose, at 1.10 a.m. completely destroying the blacksmith and car shops, with all the machinery and patterns. It destroyed also the roofs of the power house, machine and erecting shops. This has been a great loss and inconvenience to the railway, as it left us without a single tool or pattern. The majority of the carpenters lost all their tools, which was a serious loss to them, as they are nearly all poor men.

I wish to say that Mr. Joughins has made every effort he possibly could to obtain new machinery for us, but it was very hard to get, and we have been at a great disadvantage, both for shop room and machinery. We have built a temporary blacksmith's shop, and repaired the power house and machine shop, and I am pleased to report that, although we have laboured under every disadvantage, our rolling stock is in a high state of efficiency, and equipped with all the most modern appliance of Westinghouse air brakes and M.C.B. couplers.

I have the honour to be, sir,

Your obedient servant,

G. A. SHARP, Esq.,

Superintendent P. E. I. Railway,

W. S. POOLE,

Mechanical Superintendent.

MECHANICAL DEPARTMENT.

STATEMENT of Cost of Locomotive Power for the Year ended June 30, 1906.

MONTHS.	Miles run by Engines, less Ballasting.	COST OF						AVERAGE COST PER 100 MILES.									
		Mechanical Superintendents' Salaries, Clerks and Office Expenses.	Enginemen's Wages.	Fuel.	Oil, Waste, &c.	Repairs.	Engine houses and Turntables.	Water.	Total.	Mechanical Superintendents' Salaries, &c.	Enginemen's Wages.	Fuel.	Oil, Waste, &c.	Repairs.	Engine house and Turntables.	Water.	Total.
1905—July.....	36,804	247 35	3,016 03	3,960 32	202 69	1,662 12	146 68	.....	9,235 19	0 67 8 19	10 76 0 55	4 52 0 40	0 00	4 52 0 40	0 00	0 00	25 09
August.....	34,171	245 68	2,787 96	4,069 52	199 38	2,407 66	132 99	1 15	9,844 34	0 71 8 16	11 90 0 58	7 04 0 39	0 93	7 04 0 39	0 93	0 93	28 81
September...	35,747	248 12	2,547 64	3,129 88	166 64	2,013 26	272 73	2 47	8,380 74	0 69 7 13	8 76 0 46	5 63 0 76	0 01	5 63 0 76	0 01	0 01	23 44
October.....	35,510	251 96	2,786 92	2,836 35	170 19	1,344 13	290 68	11 34	7,731 57	0 71 7 85	7 99 0 48	3 89 0 82	0 03	3 89 0 82	0 03	0 03	21 77
November...	39,507	136 70	865 47	1,007 38	58 01	112 84	164 64	2 75	2,347 79	0 33 2 19	2 54 0 13	0 28 0 41	0 06	0 28 0 41	0 06	0 06	5 94
December...	38,097	261 55	2,851 32	3,879 22	209 83	1,591 97	493 90	477 98	9,765 77	0 67 7 39	10 05 0 54	4 12 1 28	1 24	4 12 1 28	1 24	1 24	25 29
1906—January...	35,870	245 30	2,698 75	3,327 13	147 67	2,722 62	485 46	126 64	9,723 57	0 69 7 44	9 25 0 42	7 59 1 35	0 36	7 59 1 35	0 36	0 36	27 10
February....	31,494	238 51	2,141 42	2,417 43	82 62	1,779 21	363 70	117 15	7,140 04	0 76 6 80	7 67 0 26	5 65 1 16	0 37	5 65 1 16	0 37	0 37	22 67
March.....	37,201	237 09	2,800 14	3,500 68	185 61	2,773 00	347 63	388 05	10,232 20	0 63 7 53	9 41 0 50	7 46 0 94	1 04	7 46 0 94	1 04	1 04	27 51
April.....	30,736	223 50	2,445 41	3,136 42	171 55	2,210 50	245 80	89 31	8,522 49	0 72 7 95	10 23 0 55	7 19 0 79	0 29	7 19 0 79	0 29	0 29	27 72
May.....	37,539	232 06	2,930 04	3,798 97	212 11	1,808 01	217 56	58 23	9,256 98	0 62 7 80	10 12 0 56	4 82 0 58	0 16	4 82 0 58	0 16	0 16	24 66
June.....	38,492	221 28	2,600 13	2,770 20	97 77	227 95	352 60	1,533 31	9,803 24	0 58 6 76	7 19 0 25	0 59 0 92	3 98	0 59 0 92	3 98	3 98	20 27
Totals,	431,678	2,789 10	30,441 23	37,833 50	1,904 07	20,693 27	3,514 37	12,808 38	99,983 92	0 65 7 05	8 77 0 44	4 79 0 81	0 65	4 79 0 81	0 65	0 65	23 16

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B.—PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

MONTHS.	Hours in Steam.	TRAIN MILEAGE.				MILEAGE BY ENGINES.			
		Passenger.	Freight and Mixed	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1905 —July.....	4,735	13,776	13,555	7,529	450	35,310	86	10,682	46,078
August.....	4,404	11,949	13,237	7,526	96	32,808	100	9,944	42,852
September.....	3,902	12,378	13,573	1,653	514	28,118	111	9,411	37,640
October.....	4,279	11,073	14,567	2,536	172	28,348	159	10,869	39,376
November.....	4,655	11,020	17,860	2,519	31	31,430	154	11,002	42,586
December.....	4,181	10,773	16,944	338	158	28,213	270	10,492	38,975
1906—January.....	4,441	7,272	17,632	298	514	25,716	358	10,124	36,198
February.....	3,749	5,619	15,979	.....	108	21,706	108	9,680	31,494
March.....	4,312	6,618	18,897	.....	445	25,960	352	10,889	37,201
April.....	3,661	7,016	15,486	.....	160	22,662	257	7,817	30,736
May.....	4,394	11,027	16,880	2,353	.....	30,260	27	9,780	40,067
June.....	5,089	11,230	16,487	7,853	5	35,575	58	11,607	47,240
Totals ...	51,802	119,751	191,097	32,605	2,653	346,106	2,040	122,297	470,443

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ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for the year ended June 30, 1906.

TOTAL MILEAGE.		Average of Cars per mile run with train.	AVERAGE MILEAGE.		CONSUMPTION.				CONSUMPTION PER 100 MILES RUN BY ENGINES.			
Cars.	Snow Ploughs.		Miles to one hour in steam.	Of Cars to one of Engines.	Tons of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.
229,227	.....	6·57	9·73	4·97	1,074	2,444	844	703	5,221	5·30	1·83	1·53
210,808	.....	6·44	9·73	4·91	1,007	2,112	520	747	5,263	4·93	1·21	1·74
178,472	.....	6·46	9·64	4·74	796	1,748	560	566	4,737	4·64	1·48	1·50
185,173	.....	6·57	9·20	4·70	748	1,868	552	677	4,255	4·74	1·40	1·72
208,256	.....	6·63	9·14	4·89	899	1,988	496	714	4,729	4·67	1·16	1·67
173,424	2,286	6·18	9·32	4·45	970	1,932	640	703	5,574	4·95	1·64	1·80
136,266	2,956	5·40	8·15	3·76	869	1,813	464	692	5,378	5·01	1·28	1·91
124,098	616	5·74	8·37	3·94	707	1,548	388	579	5,028	4·91	1·23	1·83
132,680	2,058	5·20	8·62	3·56	836	1,652	460	695	5,034	4·44	1·23	1·86
129,609	321	5·76	8·39	4·21	774	1,584	456	661	5,640	5·15	1·49	2·15
197,224	.....	6·51	9·11	4·92	963	1,984	617	751	5,384	4·95	1·53	1·87
237,349	.....	6·67	9·28	5·02	1,028	2,748	872	935	4,874	5·82	1·84	1·98
2,142,586	8,237	6·23	9·08	4·55	10,671	23,421	6,869	8,423	5,080	4·98	1·45	1·79

S. F. HODGSON,
Mechanical Accountant.

C.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

MONTHLY STATEMENT of Car Mileage for year ended June 30, 1906.

Months.	First Class.	Second Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1905—July	46,980	24,886	39,839	56,957	60,565	229,227
August	32,592	22,038	37,373	56,696	62,109	210,808
September	38,383	24,127	34,078	56,614	25,270	173,472
October	28,196	21,808	33,774	80,007	21,388	185,173
November	27,476	22,196	38,063	89,173	31,348	208,256
December	29,666	24,539	30,774	69,197	19,248	173,424
1906—January	24,773	22,931	24,061	45,930	18,571	136,266
February	22,089	20,079	19,999	44,395	17,536	124,098
March	24,290	22,551	22,035	53,223	10,581	132,680
April	23,885	20,830	26,036	51,970	6,888	129,609
May	27,854	24,831	36,407	73,597	34,535	197,224
June	28,914	24,840	41,821	72,675	69,099	237,349
Total	355,098	275,656	384,260	750,434	377,138	2,142,586
Less—Ballasting			27,354	150	211,770	239,274
Net Mileage	355,098	275,656	356,906	750,284	165,368	1,903,312

S. F. HODGSON,
Mechanical Accountant.

D.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

STATEMENT showing the number of Locomotives and of the various classes of Cars and other Rolling Stock on July 1, 1905, and on June 30, 1906.

CLASSIFICATION OF CARS.																		
	Locomotives.	1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smeking.	Combined Postal and Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Cars.	Stock.	Coal.	Platform.	Total.	Snow Ploughs.	Flangers.	Total.
On hand, serviceable, June 30, 1905...	27	23	12	5	4	3	5	1	3	223	3	21	21	145	469	9	9	18
Condemned, July 1, 1905.....	..	..	..	1	...	1	1	..	1	.....	.....	..	1	2	7	1	..	1
Total.....	27	23	12	6	4	4	6	1	4	223	3	21	22	147	476	10	9	19
Built during the year on capital account.....	.....	.....	.....	1	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	11	.....	.....	.....
Total.....	27	23	12	7	4	4	6	1	4	233	3	21	22	147	487	10	9	19
Condemned, July 1, 1905. ....	.....	.....	.....	1	.....	1	1	..	1	.....	.....	..	1	2	7	1	..	1
" during the year.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	..	1	3	.....	.....	.....
Burnt in shop fire, November 30, 1905.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2	.....	1	1
Total condemned and burnt.....	.....	.....	.....	3	.....	1	1	..	2	1	.....	.....	1	3	12	1	1	2
Less—Rebuilt.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	3	.....	.....	.....
To be rebuilt.....	.....	.....	.....	3	.....	1	1	..	2	1	.....	.....	.....	1	9	1	1	2
Add serviceable and repairing.....	27	23	12	4	4	3	5	1	2	232	3	21	22	146	478	9	8	17
Total.....	27	23	12	7	4	4	6	1	4	233	3	21	22	147	487	10	9	19

S. F. HODGSON,
Mechanical Accountant.

E.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

COMPARATIVE STATEMENT of the expenses of the Mechanical Department for the years ended June 30, 1905 and 1906.

	1905.	1906.
The mile run by trains were.....	343,301	313,501
" engines were.....	442,493	431,678
" cars were.....	1,683,203	1,903,312
" snow ploughs were.....	58,902	8,237
	\$ cts.	\$ cts.
The cost of locomotive power was.....	109,541 81	99,983 92
" repairs to cars was.....	17,635 63	10,646 79
" " passenger car was.....	6,013 08	3,904 56
" " postal and smoking cars was.....	1,452 51	1,250 62
" " freight cars and vans was.....	10,170 04	5,491 61
" labour, oils and waste was.....	666 94	648 61
" repairs to snow ploughs was.....	1,820 41	451 61
The cost of locomotive power per 100 miles run by trains was.....	31 90	31 89
" " " engines was.....	24 75	23 16
" " " cars was.....	6 51	5 25
The cost of repairs to cars per 100 miles run by trains was.....	5 13	3 39
" " " engines was.....	3 98	2 46
" " " cars was.....	1 05	0 56
The cost of labour, oil and waste for packing per 100 miles run by trains was.....	0 19	0 20
" " " engines was.....	0 15	0 15
" " " cars was.....	0 03	0 03
The repairs to passenger cars per 100 miles run by trains were.....	1 75	1 24
" postal and smoking cars were.....	0 42	0 39
" freight cars and vans.....	2 96	1 75

PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during year ended June 30, 1906.

Cause of Accident.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1. Fell from cars or engine.								
2. Jumping on or off trains or engines while in motion.				1				1
3. At work on or near the track making up trains				4				4
4. Putting arms or heads out of windows				2				2
5. Coupling cars				1				1
6. Collision or by trains thrown from track								
7. Struck by engines or cars on highway crossings								
8. Walking, standing, lying, sitting, or being on track.. . . .								
9. Explosions								
10. Striking bridges				16				16
11. Other causes								
Total.				24				24

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CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,

MONTREAL, July 31, 1906.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended June 30, 1906.

This division comprises the Lachine, the Soulanges and the Beauharnois canals, on the St. Lawrence route: the Ste. Anne, the Carillon and Grenville canals, on the Ottawa river, and the St. Ours and the Chambly canals, on the Richelieu river.

Of these, the Lachine canal is by far the most important on account of its immediate connection with the harbour of Montreal.

I am pleased to say that no serious accident occurred during the last fiscal year and that navigation was conducted without interruption, except on the Lachine canal, when traffic had to be suspended on May 30, and again on June 20 last.

The first interruption was due to the throwing down of the upper gates of the south lock No. 2, by the steamer 'Wahcondah.' Through some yet unexplained cause the vessel came into the lock at such a rate of speed that she could not be checked in time to avoid colliding with the gates. These were thrown down and very great damage and probably heavy loss of life would have ensued, had not a stopgate, which was lying down immediately above the mitre sill, raised automatically and successfully stopped the rush of water from Basin No. 2.

As explained in my report of June 1, last, that unexpected working of the stop gate prevented damage, which would certainly have amounted to hundreds of thousands of dollars, not to mention probable loss of life, Basin No. 2 being full of vessels of all classes at the time; among them seven or eight market steamboats with a large number of people on board.

Another accident took place on June 20 last, when the steamer 'Orion' struck the barge 'Alice' which was being towed out of the big lock, at Cote St. Paul.

The barge, which was loaded with coal, went down on top of the breast wall and was so badly broken that the whole of the cargo had to be removed before she could be floated again.

This necessitated the unwatering of the long reach of the canal. Work was carried on night and day, as soon as the water was low enough, and navigation was resumed at 3 a.m. on Sunday, the 22nd June.

LACHINE CANAL.

Length 8½ miles; 5 locks, 270 x 45 feet; 14 feet of water on sills; total rise 45 feet. Old locks, 200 x 45 feet; still available with 9 feet of water on sills.

REPAIRS AND RENEWALS.

The main items of work performed here during the year under the above head was as follows:—

Locks and Lock Gates.

The bottoms of most of the locks were thoroughly cleaned and the walls pointed, while the canal was unwatered last spring.

Two pairs of gates were built and three pairs of old gates overhauled during the winter; the former were placed in position at locks Nos. 4 and 5.

Bridges.

Except the new Atwater Avenue Bridge, all the swing bridges on this canal were replanked during the season and seven stationary bridges over the weirs and at lock approaches were also refloored and painted.

Masonry and Concrete Work.

The strengthening of exposed masonry work in the approaches of locks, bridges and basins was proceeded with last year. Strong blocks of concrete with steel plate facing were built at the following points:—

At the western end of the wall dividing flour shed basins Nos. 1 and 2; at the northeast end of the wall forming the northern side of Wellington basin; at the north-eastern entrance to north lock No. 3, and at the end of the pier between the two St. Gabriel locks.

At each place strong cast-iron mooring posts were inserted in the concrete.

Mooring Posts.

A hundred heavy cast-iron mooring posts were put in at various places, especially in the vicinity of the locks and bridges. It is the intention gradually to replace all the present wooden posts along the reaches by cast-iron ones, in order to reduce the cost of maintenance and make the navigation of the canal safer for heavy vessels.

Booms.

New booms were built during the year and placed as follows:—

One boom 250 feet long above St. Gabriel bridge.

One boom 250 feet long along the north side of the lower entrance to lock No. 4

One boom 250 feet long along the north side of the canal above lock No. 4.

Two booms 250 feet long each under the Canadian Pacific Railway bridge at Rockfield.

Several old booms were also repaired.

Buildings.

Considerable work was done to strengthen the floor of St. Gabriel shed No. 1, occupied by the Great Lakes Steamship Company.

The doors of the shed were also repaired, and a platform 500 feet long, 4 feet high and 16 feet wide was built alongside of the shed for the reception and delivery of freight on the outside of the shed.

Teams are no longer brought into the shed, and the cost of maintenance will thereby be considerably reduced in future.

A 20 feet extension was built at the south end of the blacksmith shop, which had become too small for present requirements.

Extensive repairs were made on the building leased to the Canada Horse Nail Company near the canal dry dock. They consisted of the renewal of a number of interior columns supporting the upper floor and roof. These columns rest on solid concrete piers. The over-hauling of the foundations of the outside walls, concrete being used, and the repairing of the brick walls on the south side of the building.

PLANT AND MACHINERY.

Pending the completion of a new gate lifter for this canal, the old gate lifter was overhauled and will be kept as a spare.

Three new machine tools were purchased during the year, and set up in the shops on Mill street, viz., one milling machine, one bolt cutter and one drilling machine. These make our equipment up-to-date, and will permit of all the iron work required in connection with the canal structures being done in our own shops.

INCOME.

Rebuilding Wall on South Side of Basin No. 2.

This work consisted of the facing of the old masonry wall on the south side of the basin with a heavy concrete wall from the top of the underpinning to the level of the bank, a height of 13 feet, and of some repairs to the mill flume through the old wall; also of the providing of timber booms for the protection of the new wall. The work was satisfactorily completed last summer by the contractors, Messrs. Quinlan & Robertson.

Rebuilding Wharf and Sidewalks at Lower Entrance to Lock No. 1.

The old cribwork on both sides of the entrance was removed to a line about a foot below the lowest water in the harbour and rebuilt with concrete faced with heavy cut stone. A cut-off was left in the wall on each side to receive the ends of a cofferdam, should it become necessary to unwater the lock at some future time.

The contractors for this piece of work were Messrs. Quinlan & Robertson.

Rebuilding Lachine Wharf.

The old wharf consisted of detached cribs filled with stone. These were taken down to a line one foot below low water and rebuilt with concrete all round. The space between the walls of the pier thus formed was filled with stone. The bays between the piers were spanned with steel box beam girders, and a flooring provided over this structure and consisting of expanded metal covered with a thick layer of concrete. The whole of the roadway was afterwards macadamized.

The coping on both sides was protected by a steel plate nozing, strongly fastened to the concrete, and the ice breaker at the western end also covered with a steel protecting plate.

Timber waling pieces were also placed on both sides of the new wharf.

The work presents a neat and solid appearance. It was performed under contract by Messrs. Quinlan & Robertson.

Rebuilding Walls, St. Gabriel Basin No. 1.

This work was done by Messrs. Quinlan & Robertson while the canal was unwatered in April last. It consisted in removing the old timber walls for a height of 4 feet and rebuilding them in concrete.

The total length of wall built is 1,650 feet, of which a length of 400 feet is protected by a steel plate on the nozing of the coping.

Paving Approaches to Bridges.

Under this appropriation the approaches to Black's bridge, Brewster's bridge and Seigneurs street bridge were paved with granite blocks, laid on an 8-inch concrete foundation. In all about 3,000 square yards of paving were laid.

The work was done under contract by Messrs. Quinlan & Robertson.

Repairing Leak between Basin No. 1 and Lock No. 1.

As reported in July, 1906, a serious leak had developed under the spur wall and the chamber wall of Lock No. 1, owing to a streak of sand and gravel running through the hard pan on which these walls had been built.

The work done here to repair the damage and make the lock secure, consisted chiefly in deepening the foundation of the spur wall, building a deep concrete cut off across the lock entrance and rebuilding the bottom of the lock to a greater depth.

The work was successfully done by the original contractors, Messrs. Quinlan & Robertson.

CAPITAL.

Rebuilding Slope Walls.

This work is being done under contract by Messrs. Quinlan & Robertson.

The past year's operations consisted in the rebuilding of the vertical wall on the north side of the canal, from the Canadian Pacific Railway bridge to the old lock at Lachine. The old masonry wall was taken down to the rock foundation and concrete substituted, cast-iron niggerheads being inserted in place of the old wooden mooring posts.

There still remains about four miles of these slope walls to be rebuilt and in order to reduce the time of building, plans were devised during the year, whereby the work could be carried on without unwatering the canal. Operations will be resumed on these lines during the present season of navigation.

Dredging Basins, &c.

The appropriation for the above work was chiefly expended in dredging Basin No. 1 which was opened to navigation during the month of June last.

The work was performed under the efficient supervision of Mr. Wm. O'Brien, superintendent of dredging.

The total amount of material dredged out and placed to spoil was about 12,000 cubic yards.

All the works above described under the heads of capital and income were supervised by Mr. Henry R. Lordly, engineer in charge, and the repair work by Mr. D. O'Brien, overseer of the canal. Both are deserving capable officers, attentive to their duties, and I have much pleasure in acknowledging here the valuable services they have rendered during the year.

Bridge at Atwater Avenue.

The superstructure of this bridge, the substructure of which had been built the year previous, was supplied and erected by the Dominion Bridge Company, during the months of April, May and June last.

This bridge is 205 feet long and 35 feet wide, the clear width of roadway being 26 feet, and of the side walks on either side, 3 feet. It was opened to traffic in June.

The Montreal Street Railway have secured permission to lay a track over it, the consideration for the privilege being the supply by the company of the necessary power to operate bridge.

ELECTRIC INSTALLATION.

Machinery for the operation of Lock Gates.

During the summer of 1905, the gates of old lock No. 4 (Côte St. Paul), were equipped with the appliances devised in this office for the operation of lock gates by electricity.

In order to make a practical test as to the efficiency of this machinery, several experiments were made in the presence of Mr. A. A. Dion, electrical engineer, who had been appointed by the department to make a report thereon and later in your own presence.

The tests having been found satisfactory, instructions were given to have a full set prepared, for the purpose of inviting tenders for the equipment of the ten locks on the canal.

The contract has since been awarded to Messrs. Lymburner & Mathews of Montreal.

At the date of writing the whole of the machinery is completed and the putting up of it on the gates will proceed without delay, it being expected that the locks will be electrically operated in the early part of September next.

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The Atwater Avenue bridge contract and the devising of the machinery for the operation of the gates by electricity, were under the supervision of Mr. L. S. Pariseau, the details of the latter having been worked out by him.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet; 15 feet of water on sills; total rise, 84 feet.

REPAIRS AND RENEWALS.

The structures of this canal received the usual amount of attention during the year. Considerable work was done in connection with the fences along the canal property.

The flooring of three of the swing bridges was completely renewed.

The bottom and slopes of Clement's Gully were lined with stone for a considerable length and a number of farm bridges repaired.

A quantity of stone was quarried out of the bed of River Delisle and used in renewing the stone lining on the canal slopes.

Two old scows were thoroughly overhauled.

INCOME.

Tugs and Scows.

The hulls of a flat scow and a small tug were built during the year. The tug is 55 feet long, 12 feet beam, and will draw about 4 feet when completed. It will be fitted during the summer with two gasoline engines 20 or 25 horse-power each, and is intended for the canal repairs.

The scow is 80 feet long, 24 feet wide and 5 feet deep.

Ditches.

The collecting ditch along the north side of the canal opposite the power house was widened and deepened with a view to preventing further damage being done to farmers' lands. In order to make this ditch as effective as required, the breast walls at both ends of the Rivière à la Graise culvert will have to be lowered about 15 inches.

This will be done at low water this summer.

The ditch along the north side of the canal from lock No. 3 to Clement's Gully, which discharged its waters both east and west, was deepened and given a single slope towards the gully. The drainage of the farmers near Lock No. 3 has thereby been very materially improved and no further damage by flooding or soakage is expected to take place in that section.

The drain between Lock No. 4 and Clement's Gully, which had proved too small to carry off the spring waters, was made two feet deeper and two feet wider.

A new ditch about half a mile in length was cut along the south side of the canal between Cedars' bridge and Lock No. 4. Its purpose is to carry off water leaking through the bank, and which formerly found its way on to the farmers' lands.

The slopes of all these ditches were carefully lined with stone for a certain height and sodded above.

Electric Line.

The overhead wires connecting the main line with the bridge cabins have been replaced by submarine cables during the year. It was found that unless these wires

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were laid with a considerable sag, the straining effect in the cabin was too great. On the other hand the sagging wire might at any time come in contact with some part of the bridge and create a short circuit, the result of which might have been serious. This was remedied, as stated above.

Land Damages.

The claim of Mr. Clement for damage to his land by water during the construction of the canal has been settled, the claimant giving a satisfactory discharge.

In the case of Mrs. Tremblay, negotiations could not be concluded before the end of the fiscal year.

Survey at Upper Entrance.

During the fall of 1905, soundings were taken in Lake St. Francis, in view of the proposed breakwater, for the protection of the upper entrance to the canal.

This matter will receive further attention this year.

CAPITAL.

Workshops.

Tenders for machine tools had been invited for this canal towards the end of the fiscal year 1904-05.

These machines were received and installed during the year. The shop equipment is now as follows:—

Carpenter shop.—15 horse-power electric motor, circular saw, band saw, jig saw, surfacer, planer, double head shaper, wood lathe.

Machine and blacksmith shop.—Screw power lathe, universal milling machine, screw cutting and nut tapping machine, upright drill, planer, the whole driven by two 5 horse-power motors. All the machines can be operated at a time, or singly as required.

All the works above described under the heads of Income and Capital were supervised jointly by M. L. S. Pariseau, engineer in charge, and the overseer, Mr. L. A. Sauvé, the latter also having charge of the repairs.

BEAUHARNOIS CANAL.

Length, $11\frac{1}{4}$ miles; 9 locks, 200 x 45 feet; 9 feet of water on sills; total rise, $82\frac{1}{2}$ feet.

This canal is only being used for a few market boats and stray barges. The staff has been reduced to one man at each lock and isolated bridges and the three men in charge of ferries.

REPAIRS AND RENEWALS.

The structures on this canal received the ordinary attention during the year.

A number of farm bridges over the towpath were rebuilt, stone being substituted to timber, so as to minimize future maintenance.

One of the abutments of the bridge at St. Timothee was rebuilt with concrete. The bridge over the Lost Channel between St. Timothee and Grande Ile received a coat of paint.

The stone crushed last year was used in macadamizing the lower portion of the Hungry Bay dyke.

A new ditch $2\frac{1}{2}$ miles long was made along that dyke, and $5\frac{1}{2}$ miles of old ditch were thoroughly cleaned.

Three repair scows were overhauled, and extensive repairs made at the saw-mill and carpenter shop.

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At the time of the construction of the canal a number of spare gates had been provided and sunk in one of the basins but had never been used. They were raised and found to be of a pattern that could not fit the locks in their present condition. They have been taken apart, and the material in them is being used for repairs.

The telephone line was overhauled last spring and the service much improved.

The breastwalls of the waste weir at locks Nos. 7-12 and 13, were taken down and rebuilt during the months of March, April and May last. All the waste weirs on this canal are now in good condition.

INCOME.

Ste. Barbe Dyke.

This dyke was completed during last winter, and the farmers can now proceed with their drainage works without this risk of the Lake St. Francis waters running into them.

The income work on this canal was supervised by Mr. L. S. Pariseau, and the repair works by the overseer, Mr. J. M. Deschenes.

STE. ANNE LOCK.

Length $\frac{1}{2}$ mile; 1 lock, 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet. Old lock still available, 200 x 45 feet, 6 feet of water on sills; total rise, 3 feet.

Repairs and Renewals.

Irrespective of the keeping of the lock and other structures in good repair, there were performed here a few special items of work, as follows:—

Renewing waling pieces and fender posts on the piers of the south channel.

Renewing the covering of the outside wing pier above the locks, on a length of 400 feet.

Rebuilding a piece of masonry wall forming the east abutment of a small bridge on the north side of the upper entrance.

Building a repair scow 35 feet long, 12 feet wide and 3 feet deep.

The Canadian Pacific Railway Company commenced the widening of their bridge crossing the lock here in June last. This widening necessitated the moving of the overseer's house and out-buildings, as well as a shed, some 30 feet northwest of their positions. This work has been satisfactorily done at the expense of the railway company.

CARILLON AND GRENVILLE CANALS.

Carillon Canal.—Length $\frac{3}{4}$ -miles; 2 locks, 200 x 45 feet; 9 feet of water on sills; total rise 16 feet.

Grenville Canal.—Length $5\frac{1}{4}$ miles; 5 locks, 200 x 45 feet; 9 feet of water on sills; total rise $43\frac{1}{4}$ feet.

Both of these canals are under one overseer. They are separated by a stretch of navigable river about 5 miles long, and between them is to be found the Old Chute à Blondeau lock, which was abandoned at the completion of the dam, at the head of the new Carillon canal in 1883, the rise at the old lock having been practically obliterated.

REPAIRS AND RENEWALS.

The various structures on these canals received the usual amount of attention and were kept in thorough repair during the year.

The only items of work worth mentioning here are:—

1. The placing of protection beams on some of the lock gates, which could not be equipped the year before. All the locks on both canals are now fully equipped with

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these appliances which will certainly minimize if not entirely prevent the effect of collisions between vessels and gates.

2. The renewing of the furnace in the statistical officer's office, at Carillon.
3. The rebuilding of one of the lighthouses, at the head of the Carillon canal.
4. The completion of a carpenter shop at Carillon.

The Carillon and Grenville canals are now electrically lighted, two contracts for this service having been awarded last fall, the one for the Grenville canal, to Messrs. Ross & Sons, of Hawkesbury, the other for the Carillon canal to Messrs. Ayers & Hamelin, of Lachine.

The contractors provide the lines, lamps, &c., and maintain the whole, the department paying them a fixed sum, per arc and incandescent lamps, for the year or for the season of navigation, as the case may be.

The number of arc lights thus supplied is 90 on the Grenville canal, and 18 on the Carillon canal.

The service was inaugurated on the latter in the month of October, 1905, and on the Grenville canal at the opening of navigation in May last. It has given good satisfaction since.

INCOME.

Guide Pier, Lower Entrance to Grenville Canal.

The Guide Pier forming the south side of the lower entrance to the Grenville canal at Greece's Point, which was considerably decayed, was torn down to the level of low water and rebuilt.

The timber used was treated with a compound known as 'Carbolineum' for which it is claimed that it doubles the life of timber exposed to the weather.

GRENVILLE WHARF.

This work is now completed, except for the putting in position of a few waling pieces and the dredging of a point of land at the entrance to the steamboat basin.

As soon as the division dredge is through with some pressing work on the Lachine canal, she will be sent up to remove the point in question.

The wharf is substantially built of concrete on timber foundations.

The Resident Engineer on these canals, Mr. F. J. Lynch, died on January 5th last, after a long term of faithful service in the Department of Railways and Canals.

Upon his demise, Mr. J. T. Lemire, Assistant Engineer, in my office, was temporarily put in charge of the work, and has since practically pushed it to completion.

ST. OURS LOCK.

Length of canal, $\frac{1}{2}$ mile; one lock, 200 x 45 feet; 7 feet of water on sills; total rise 5 feet.

REPAIRS AND RENEWALS.

The various structures on this canal were kept in thorough repair during the year, the main items of work done being as follows:—

Two new booms were built and placed between the upper piers above the lock.

A thick layer of broken stone was placed along the west side of the lock and well compacted.

The thick layer of broken stone was placed along the west side of the lock and well compacted.

The wrecking scow used here for the last two years in rebuilding the landing wharves, &c., was overhauled during the winter and is now ready for the summer operations.

The overseer's house was provided, during last spring, with a heating apparatus.

INCOME.

New Piers.

Four new piers were built here last year with a view to give additional mooring space above the lock.

Three of these are on the west side and the fourth one on the east side of the entrance. The former are built solid with concrete, resting on pile foundations

The latter is also laid on piles and built of concrete, but with a hollow chamber in the centre, the walls being $4\frac{1}{2}$ feet thick, and the hollow filled with boulders.

New Booms.

About 275 lineal feet of booms were built and used to span the spaces between the concrete piers erected last year and the year before. They consist of three rows of square timber 12-inch x 12-inch, strongly fastened together by heavy screw bolts.

The income work on the St. Ours lock was supervised jointly by Mr. L. S. Pariseau and the overseer, Mr. Olivier Laverdure.

CHAMBLY CANAL.

Length, 12 miles; 9 locks $118 \times 22\frac{1}{2}$ feet; $6\frac{1}{2}$ feet of water on the sills; total rise, 74 feet.

STAFF.

On August 1 last, Mr. P. B. Benoit, superintendent of this canal was transferred to the position of inspector of stores, on the canals of the province of Quebec, and Mr. P. A. Jodoin, appointed in his stead.

REPAIRS AND RENEWALS.

The chief items of work performed under the above head during the fiscal year just expired, are as follows:—

1. Building three pairs of gates and repairing some old ones. In a year or two every one of the nine locks on this canal will be provided with new spare gates.

2. Building a concrete sill at Lock No. 3. All the sills are now renewed in concrete.

3. Five old wooden culverts across the towpath were taken down and rebuilt, 24-inch vitrified clay pipe being substituted to timber.

4. A considerable amount of work was done on the ditches along the canal boundary line, one large ditch from the outlet of Denault's Culvert to the Richelieu river receiving particular attention. It is of considerable depth for a distance of a couple of hundred feet and with a view to reducing the cost of maintenance, an old iron pipe 3 feet in diameter, formerly used in connection with the Canal Power House, was laid at the bottom of the ditch, covered up with 2 feet of earth and this, as well as the slopes of the upper part of the ditch lined with stone.

In ordinary weather the pipe is large enough to take all the water issuing from the culvert and in time of flood the surplus water will find its way to the river by way of the ditch above.

5. The canal power house, which had been disturbed from its foundation by floating ice in the spring of 1905, was taken up from its former position on the shore of the river to new concrete foundations built at a higher level on the bank. The machinery is now installed in the building.

6. Two watch houses were built, one at Ste. Therese island bridge and another at lock No. 9.

7. Two new scows, each 53 feet long and 16 feet wide, were provided during the winter season. Both are equipped with a derrick, and are available for the present summer operations.

INCOME.

Swing Bridge at Riley's Crossing.

The old wooden bridge at this point was replaced during the year by a steel structure 66 feet long and 16 feet wide. The pivot pier and abutments are of concrete. The superstructure was supplied and erected under contract by the Phoenix Bridge and Iron Works, and the concrete work performed by the canal staff.

Macadamizing Towpath.

This work has been under way for two years. Last year's operations extended over a distance of a couple of miles. There still remains to be macadamized about one-half of the whole length of the towpath between Chambly and St. Johns. It is expected that the work will be completed during the summer of 1907.

Strengthening Bank at Ste. Therese.

From Fryer's waste weir northward for a distance of about one-third of a mile the canal is separated from the Richelieu river by a narrow made up bank, the bed of the river being 8 to 10 feet lower than the bottom of the canal. This bank has always been considered more or less dangerous. A portion of it having given way in 1905, permanent repairs were commenced without delay. A large quantity of stone was first dumped into the bed of the river as a foundation for the new wall and a protection against the swift current. The wall is built of large blocks of stone carefully put together. A length of 600 feet was commenced last year and brought up to the level of medium water, thus making the bank safe.

Operations will be resumed during the present summer.

Road West Side of Canal.

This work was continued during the months of May and June last, 4,000 feet of macadam being laid in the two months. There remains still to be done a section 600 feet in length, which will be completed during the present summer.

The income work on this canal is under the joint supervision of Mr. L. S. Pariseau and the superintendent, Mr. P. A. Jodoin.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) ERNEST MARCEAU,
Superintending Engineer, Quebec Canals.

QUEBEC CANALS.

STATEMENT of the closing and opening of navigation.

Names of Canals.	Closing.		Opening.	
Lachine Canal.....	2nd	December, 1905	29th	April, 1906
Soulanges Canal.....	2nd	" 1905	23rd	" 1906
Beauharnois Canal.....	30th	November, 1905	1st	May, 1906
Chambly Canal.....	30th	" 1905	1st	" 1906
St. Ours Lock.....	29th	" 1905	18th	April, 1906
St. Anne Lock.....	30th	" 1905	19th	" 1906
Carillon and Grenville Canals.....	30th	" 1905	30th	" 1906

LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new lock No. 1, at lower entrance, and new lock No. 5, at upper entrance, during the fiscal year ended June 30, 1906.

MONTHS.	NEW LOCK NO. 1, LOWER SILL.				NEW LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July.....	17	7	16	6	17	2	16	3
August.....	16	11	15	9	16	8	15	8
September.....	16	4	15	7	16	3	15	8
October.....	15	10	15	2	16	1	15	6
November.....	15	10	15	0	15	11	15	4
December.....	23	11	15	3	15	10	14	11
1906.								
January.....	33	0	19	9	17	8	15	10
February.....	31	8	28	2	16	9	15	6
March.....	27	10	26	0	16	8	15	0
April.....	34	2	18	2	17	3	16	2
May.....	19	10	18	3	17	3	16	2
June.....	20	1	18	3	18	3	17	2

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of lock No. 1, at lower entrance, and lock No. 5, at upper entrance, during the fiscal year ended June 30, 1906.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July....	18	6	18	2	17	8	17	1
August.....	18	4	17	6	17	4	17	1
September.....	17	7	17	5	17	4	17	1
October.....	17	4	17	3	17	3	16	9
November.....	17	5	17	3	17	2	16	5
December.....	17	7	17	2	17	1	16	5
1906.								
January.....	19	7	17	5	17	8	16	9
February.....	19	3	18	4	17	3	16	9
March.....	19	9	18	2	17	2	16	9
April.....	18	9	18	2	17	4	16	9
May.....	19	5	18	6	17	0	16	6
June.....	19	6	18	6	17	0	16	8

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 6, at lower entrance, and Lock No. 14, at upper entrance, during the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 6, LOWER SILL.				LOCK NO. 14, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July	11	6	10	6	12	3	11	7
August.. ..	11	0	10	4	11	11	11	4
September.....	10	4	10	2	11	9	11	3
October.	10	4	10	2	11	7	11	2
November.....	10	4	9	10	11	7	10	10
December.	9	10	9	7	11	9	10	10
1906.								
January.....	12	10	9	10	12	1	11	7
February.. ..	16	10	11	6	11	9	11	2
March.....	14	6	11	10	11	8	11	1
April.....	11	0	10	8	11	8	11	2
May	11	6	11	0	11	7	11	2
June.....	12	0	11	6	11	7	11	4

STE. ANNE LOCK.

STATEMENT showing the depth of the river water on the mitre sills of Ste. Anne Lock, during the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July.....	12	2	11	4	12	6	11	8
August.. ..	11	6	10	10	11	10	10	8
September.....	11	0	10	8	11	0	10	6
October.....	11	5	10	6	11	5	10	3
November.....	10	9	10	3	11	4	10	9
December....	10	11	10	5	11	5	10	6
1906.								
January....	12	9	10	11	12	7	10	8
February....	12	1	10	10	12	3	11	1
March	11	11	10	5	12	5	10	6
April.....	12	1	11	3	13	10	12	0
May.....	13	1	12	1	15	5	13	10
June.....	13	5	12	2	15	7	13	10

CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1, at lower entrance and Lock No. 2, at upper entrance, during the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July	13	10	12	11	13	9	12	5
August.....	13	1	11	10	12	5	11	1
September....	12	0	11	8	11	6	11	0
October.....	12	7	11	5	12	5	10	10
November.....	12	7	12	0	12	3	11	5
December.....	12	8	11	10	13	5	11	0
1906.								
January.....	14	6	11	10	15	0	12	6
February.....	13	10	12	9	14	11	12	8
March.....	14	2	11	8	14	0	10	7
April.....	15	4	13	6	15	6	11	9
May.....	17	3	15	5	17	6	15	4
June.....	17	3	15	4	17	7	15	5

cases.

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Locks Nos. 3 and 7, Grenville Canal, for the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 3, LOWER SILL.				LOCK NO. 7, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July	16	6	15	2	14	0	12	7
August.....	15	5	13	6	12	11	10	9
September....	13	10	13	3	11	4	10	4
October.....	14	10	13	2	12	3	10	4
November.....	14	8	13	11	12	2	11	5
December.....	15	6	13	7	12	0	10	9
1906.								
January.....	18	2	13	7	13	11	10	8
February.....	18	6	15	4	13	3	11	5
March.....	16	2	13	6	13	5	10	4
April.....	18	11	15	1	16	4	12	9
May.....	21	7	18	9	18	8	16	4
June.....	21	5	19	0	18	6	16	2

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours Lock, during the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July	10	11	9	2	10	9	9	8
August	10	3	8	6	10	6	9	6
September	9	6	8	4	10	3	9	5
October	9	4	8	3	10	0	9	2
November	8	9	7	3	9	8	8	10
December	11	8	8	3	9	2	8	8
1906.								
January	15	6	10	3	12	6	8	11
February	12	11	10	8	10	5	9	4
March	13	3	10	3	11	1	9	8
April	13	5	12	0	11	10	10	4
May	13	9	12	2	12	0	10	11
June	13	4	10	10	11	10	10	3

CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 9, at lower entrance and Lock No. 1, at upper entrance, during the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 9, LOWER SILL.				LOCK NO. 9, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July	12	10	11	4	10	0	8	11
August	12	6	11	0	9	10	8	7
September	12	1	10	10	9	6	8	9
October	11	9	10	3	9	3	8	6
November	10	10	9	6	9	8	7	10
December	10	11	9	9	8	10	8	3
1906.								
January	16	11	10	7	9	11	8	4
February	13	2	11	10	9	9	8	0
March	14	6	11	8	9	8	9	0
April	14	4	12	0	11	0	9	7
May	14	3	13	2	11	0	9	8
June	14	5	12	9	10	3	9	4

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LACHINE CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1906.

Dates.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Remarks.
1905.			\$ cts.	\$ cts.	
Aug. 11.	Yacht <i>Marguerit</i>	J. H. Rutherford....		15 03	Collides with Seigneur street bridge.
Nov. 3.	Steamer <i>Indianapolis</i>	J. H. Lent.....		30 00	Damages to N. Gate Lock No. 1.
1906.					
May 28.	" <i>Garnet</i>	M. & Cornwall Nav. Co		11 92	Collides with Seigneur street bridge.
" 30.	" <i>Wahcondah</i> .	New Ontario SS. Co.	(1).....		Damages to Upper Gates, Lock No. 2.
June 20.	" <i>Orion</i>	G. S. Thorn.....	(2).....		Damages to Upper Gates of Lock No. 4.
		Total.. ..		56 95	

1-2—Amounts to be collected from steamers *Wahcondah* and *Orion* not given, as the repairs to structures are not all completed, 1st August, 1906.

SOULANGES CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1906.

Dates.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Remarks.
1905.			\$ cts.	\$ cts.	
July 18.	Steamer <i>Neepawa</i>			20 00	Coping Lock No. 1.
Sept. 6.	Steamer <i>A. H. Marshall</i>	Great Lakes & St. L. Trans. Co.....		20 00	" " 3.
Nov. 15.	Steamer <i>R. Wallace</i> ..	Great Lakes & St. L. Trans. Co.....		20 00	" " 1.
Oct. 1.	Barge <i>Hamilton</i>	Mont. Transp. Co....		35 00	" " 1.
" 8.	" <i>Imperial</i>	Imperial Oil Co.....		25 00	Wharf at power house.
Nov. 22.	Steamer <i>Seguin</i>	Dept. Mar. & Fis....		21 60	Fender, &c., Lock No. 1.
" 28.	" <i>Aberdeen</i>	" "		25 00	Metal box, " 5.
1904.					
Sept. ..	" <i>Wahcondah</i> .	New Ontario SS. Co.		200 00	Coping, " 3.
June 6.	" " ..	" " ..	20 00		Running too high speed in canal.
			20 00	366 60	

CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1906.

Dates.	Name of Vessel.	Names of Owners.	Fines.	Damages.	Remarks.
			\$ cts.	\$ cts.	
Nov. 15.	Barge <i>Bennett</i>	Capt. Goudreau....		12 00	Collides with entrance pier, St. Therese bridge.....
				12 00	

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,

CORNWALL, July 28, 1906.

SIR,—I beg to submit my annual report upon works of construction and survey, in connection with the enlargement of the St. Lawrence canals, for the fiscal year ending June 30, 1906.

RAPIDE PLAT CANAL.

The Morrisburg Power Plant..

A lease was granted on February 23 last, to the corporation of the village of Morrisburg, for the purpose of generating electrical power and transmitting the same for lighting and manufacturing purposes, to the extent of eleven hundred (1,100) horse-power.

In this connection, a contract was entered into between the corporation of Morrisburg and Mr. Wm. Birmingham, contractor, for the construction of sluice ways or supply weir and a power house, the nature of the work being subject to the approval and supervision of the government engineers.

The foundations for this work were commenced on May 11 last, and are still in progress.

The power plant is situated 30 feet east of the extreme west end of the south-west retaining wall of lock No. 23, immediately opposite the village of Morrisburg.

It is expected that the power house will be completed and ready for operation by the end of the year.

GALOPS CANAL.

Iroquois Section.

The contract for this work was awarded to Messrs. Larkin and Sangster. The work was commenced on May 20, 1897, and was completed in November, 1902.

The last progress estimate represents as nearly as possible the full value of the work done, and was sent in on March 31, 1905.

The final plans, diagrams and detail calculations are now being prepared. A considerable amount of work remains to be done, and every effort is being made to have them completed by the end of this year.

Cardinal Section.

For this work a contract was entered into with Messrs. Wm. Davis & Sons, on May 10, 1897.

The entire work on this contract was completed on August 25, 1904, and the final estimate was returned on November 1, 1905.

Wharf at Cardinal.

This wharf is situated in the canal at the west end of the 'Deep Cut' through the village of Cardinal, at the junction of the old and new canals. It is 80 feet long on the new canal side, 150 feet long on the old canal side, and 25 feet wide at the west end. It was built for the accommodation of the village of Cardinal, and will prove a great convenience, as since the new canal was opened for traffic, it has been impossible to land any heavy freight for the village, from boats passing up the canal.

A contract was entered into with Messrs. Quinlan & Robertson, for the construction of this wharf. The work was commenced on May 15, 1906, and has just been completed.

The final estimate is being prepared and will be returned in a few days.

Upper Entrance.

This contract was awarded to Messrs. Murray and Cleveland on November 14, 1888.

The works of construction proceeded with during the past year, are as follows:—

Earth excavation.—Dredging operations were carried on from November 16 to December 13, 1905, when the combing between the widening on the north side and the original north slope of the prism near the upper entrance to canal, was removed. They were resumed on April 4, 1906, the dredge being employed in removing all portions of the bottom of the canal found to be above grade, between the new locks and the entrance to the canal. There remains yet to be done, the removal of some blasted rock along the north toe at the upper entrance, and the cleaning up of the toe of the north slope around McLaughlin's Hill. The sweeping, however, has yet to be done to prove its condition.

Masonry.—The masonry walls on top of cribwork on the south side of lower entrance to lift lock, were completed on November 11, 1905, and the space between walls was filled with broken stone, ready for the concrete top, during the past month.

Protection of slopes.—The work of placing stone protection on face of the banks has been completed, with the exception of the connections with the abutments of culvert to be built at McLaughlin's creek, and a short piece on the north side of the canal below the guard lock connecting with the Cardinal section.

The work yet remaining to be done to complete the contract consists as follows:—

The placing of concrete between the copings of the masonry walls below lift lock, the forming of concrete walks behind the coping of the lift and guard locks, the construction of a masonry culvert at McLaughlin's Creek (the stone for this has been prepared), the building of about 580 lineal feet of a dry masonry wall at water line for the protection of the north bank of the canal at upper entrance, the trimming and sodding of bank and slopes on the north side of canal, west of McLaughlin's Creek, the completion of stone protection to banks as previously mentioned, the placing of heavy blocks of stone for the protection of the ice-breaker on the upper entrance pier, and the final cleaning up of the prism of the canal where found necessary.

The contractors feel confident that they will complete their entire contract before the close of the season.

NORTH CHANNEL.

The contract for this work was awarded to Mr. M. A. Cleveland and was commenced on May 14th, 1897.

The work of construction performed during the past year, is as follows:—

Earth Excavation.—Consisting of dredging prism at head of Spencer's Island and on outer shoal south side of channel, and in cleaning up slope on south side at Drummond Island, continued from July 1 to November 16, 1905. For the balance of the season, the dredging plant was employed at the Upper Entrance of the Galops canal.

Protection Wall.—During the month of July, 1905, that portion of the slope on the south side of the channel from the angle at the head of Drummond Island to the nosing, was graded and the curb stones laid, practically completing the work, leaving only a short piece, where it is intended to construct a small dock, about fifty (50) feet long.

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Cribwork.—During the months of July and August, 1905, twenty-nine cribs were built and sunk in place, and practically ballasted.

Concrete Coping.—From September 5 to November 7, 1905, with the aid of a concrete mixer of modern design, 10,900 lineal feet of coping was laid on either side of the channel at Drummond island, completing that part of this particular work, with the exception of a short piece where the above mentioned dock is proposed to be built on the south side of the channel.

Stone Filling.—The stone filling in rear of the coping was carried on at intervals during the season, and after the concrete coping was completed, stone was placed in rear of it and blinded with gravel. Throughout the extent of the ice-breaker pier from the head of Spencer's island to the lighthouse pier, stone and gravel was distributed for filling in rear of the wall to be built on top of the pier.

Masonry.—During the month of November, 1905, a stringer of British Columbia pine was placed on top of the ice-breaker pier at the head of Spencer's island, and the placing of the footing course of the projected wall was carried on to the end of the season, 400 lineal feet of it being laid.

Owing to prevailing high water during the early part of this season, a considerable delay was encountered in the progress of the work. However the contractor has every hope of completing his contract by the end of this season and is making every effort in that direction.

‘GUT DAM.’

Owing to the prevailing high water this work has also been delayed.

Cribwork.—During the month of November, 1905, for the protection of the superstructure of the dam, against the action of the ice, two additional cribs were sunk in place, ballasted and protected with a rock talus.

The remaining part of the work to be done, consists in finishing the top of the dam with concrete, a small portion of the talus with stone and indurated clay on the upper side of the dam, and some stone filling on the lower side. This work will be entirely completed in the early part of this season.

REMOVING SHOALS BELOW LOCK NO. 28, IN THE RIVER ST. LAWRENCE.

For this work a supplemental contract was prepared, to be entered into with Mr. M. A. Cleveland, on April 6, last, the location of these shoals being immediately abreast of his contract at the upper entrance of the Galops canal.

After carefully examining the nature of the work and having to contend with a rapid current of $4\frac{1}{2}$ miles per hour, Mr. Cleveland discovered that his dredge was not suitably equipped for the undertaking, and wrote to me the following letter, viz.:—

‘PRESCOTT, ONT., May 3, 1906.

‘L. N. RHEAUME,

‘Engineer in Charge, Cornwall, Ont.

‘DEAR SIR,—When I learned that it was found necessary to remove the shoals in the river east of lock 28, it appeared that it might be done in connection with upper entrance Galops canal work, but on examining the locality, I find that my dredging equipment is not suited for the work, owing to the strong current and the necessity of moving off the work to avoid collisions with unmanageable tows when passing. If procuring a special dredge for the work causes the department any inconvenience, I regret very much that I am not in a position to do the work.

‘Yours truly,

(Sgd.) ‘M. A. CLEVELAND.’

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The department being strongly urged by the marine insurance companies to remove these shoals without further delay on account of their being a danger to navigation, immediate steps had to be taken to find a suitable dredge to do the work.

On May 8, last, with the kind permission of the chief engineer of the Department of Public Works, I succeeded in procuring Mr. W. J. Poupore's powerful dredge *King Edward*, which at the time was working at Maisonneuve.

An agreement was immediately entered upon with Mr. Poupore. The work was commenced on May 15, and completed on June 4, last.

The shoals were removed to a depth of 2 feet below the lower mitre-sill of lock 28 of the Galops canal, and the final estimate was returned on June 12 last.

GALOPS RAPID IMPROVEMENT.

This work has been under contract with the Gilbert Bros. Engineering Company, Limited, since September 25, 1897.

During the past season the work performed is as follows:—

Island shoal dredging.—The work of lowering the grade on Island shoal was completed, so far as shown by soundings, on July 27, 1905.

Though the total area of this shoal was but 101,600 square feet, the area covered by the dredging operations was about 219,000 square feet.

Final soundings show the bottom to be below the required grade over the whole of the area covered by the dredging operations.

Obstruction in 9-foot channel.—Beacons ranging to the obstruction in the 9-foot channel mentioned in last year's report, as well as a sign board advising vesselmen of the purpose of these beacons were placed on July 13, 1905, by the Department of Marine and Fisheries.

Lower bar dredging.—From July 27, 1905, to the 31st of the same month was taken up in removing the dredge plant to lower bar, where the work of removing a high spot above the original contract grade line was commenced upon the latter date. This was done at the expense of the contractor, as per contract.

The work of widening on the north side of the existing channel through lower bar was commenced on August 2, and continued until November 25, when work was suspended for the season.

It was found necessary to excavate a trench on the north side of the cut through lower bar in order to allow the rapid water to spill in that direction.

On October 17 the material in bank ahead of the dredge extended to a point 64 feet within the existing 200-foot channel.

The work of widening on the north side of the existing channel through lower bar was resumed on April 24, 1906, and diligently carried on until June 22, when the dredge had covered the whole area showing cutting on plan. From June 22 to 30 the dredge was engaged in removing the bank of loose rock which had accumulated ahead of her cut.

On June 30 there remained but a few days' work to complete the removal of this bank.

Though the total area of this widening was but about 24,300 square feet, the area covered by dredging operations was approximately 109,000 square feet.

Final soundings show the bottom to be below the required grade over that portion of the area covered by dredging operations west of Sta. 0 + 40 of lower bar extension.

After the bank is removed and final soundings obtained over the whole of the area covered by dredging operations, a profile of the water surface on the centre line of

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this channel will be taken, and the whole channel will be swept to ascertain if any material remains above the required grade line.

This contract will be completed before the end of this season.

I am, sir, your obedient servant,

L. N. RHEAUME,
Engineer in charge.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT,

CORNWALL, June 30, 1906.

SIR,—I have the honour to report on the maintenance and operation of the canals in the St. Lawrence district for the year ending June 30, 1906.

Within this district are located the Cornwall, the Williamsburg and the Murray, respectively overcoming the Long Sault, and the Farran's Point, Rapide Plat and Galops rapids, and affording direct communication between Lake Ontario and the Bay of Quinte at its west end—canals 28 miles in length within a district 175 miles long.

THE CORNWALL CANAL.

Was closed to navigation December 7, 1905, and reopened April 17, 1906.

During the season navigation was conducted without interruption and without serious accident—a circumstance largely due to the careful work of the operating staff, and the use of electric winches for hauling vessels through the locks. By the use of these winches vessels are compelled to enter the lock more cautiously than many of them are otherwise inclined to enter.

At the beginning of this season the lighthouse on the outer pier at the upper entrance was transferred from the Marine Department to the Canals Department, and a red electric installed to replace the white oil light.

A full new floor was put on the Cornwall bridge; and the planking on the Mille Roches weir bridge renewed. The glance boom at lock 21 was rebuilt, and an entirely new one built for lock 19.

During the winter new under and top gate-bridges were put on the new locks, as follows: Lock 20, 4; lock 19, 4; lock 18, 2; lock 17, 2, and lock 15, 1.

The telephone line was repaired by putting in 100 new poles. Further work of a similar nature is needed to make the line good.

Locks 19 and 21 and the north bank at Cornwall are provided with iron snubbing posts set in a block of concrete, of which 51 were put in this year.

New watch-houses were built for old locks 15, 16 and 17. Both old and new locks are maintained in good condition, and used as the traffic requires.

All the back ditches were cleaned, and the banks trimmed and kept free from noxious weeds.

During the two weeks that the water was out of the lower reaches of the canal all the usual under-water work was attended to, and new chain-rollers put in all the wells at lock 18.

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The superstructures of the three wooden piers and the wing wall extension at lock 21 were taken down to well below low water mark, and rebuilt of concrete.

One of the transformer houses at lock 18 was burned, and is being rebuilt of iron and concrete. This material will be used hereafter for all such purposes, so that the structures may be proof against destruction by an accident to the electric wires.

The basin between old locks 16 and 17 has been used for some years as a 'dry dock,' and this year rather extensively. With very slight alterations and improvements it could easily be rendered sufficient for all the uses for which a dock at this point on the river is likely to be required.

Mr. J. C. Johnstone has completed his contract for repairing the north bank of the canal, west of old lock 17.

Mr. W. M. Leacy is almost through with his work of riprap and levelling, near the foot of the canal and around the shops, having made exceptionally good progress.

On the south bank, too, between Cornwall bridge and Lock 17 by-wash the bank has been protected with a better class of stone, levelled up to grade and trimmed into shape, and some clumps of shrubs planted just south of the bridge.

John Chisholm, labourer at Lock 20, was superannuated on June 30, 1906.

The old wooden gate-lifter at Cornwall is completely gone. A new steel gate-lifter has just been completed for Williamsburg canals; but in the meantime it is considered the best policy to hold it at Cornwall—the foot of the canals of the district. The distance from Cornwall, the foot, to Cardinal, the head, is too great to have to bring a gate-lifter in case of accident. It is imperative that another machine should be built for the Cornwall canal, and this one returned to Morrisburg, for which point it was originally intended.

THE WILLIAMSBURG CANALS,

comprising Farran's Point, Rapide Plat and Galops, were closed to navigation on December 7, 1905, and opened again on April 17, 1906—a period of only 130 days during which the canals were closed.

These canals, too, were operated during the whole season of navigation without interruption.

At many spots on each canal the rip-rap was extensively patched—the bottom of a long stretch of about 600 feet on the Rapide Plat canal having been put in while the canal was unwatered in the spring.

All the back ditches have been kept clean.

Both old and new locks are maintained in good condition, and used as the traffic requires.

New locks 23 and 24 are now supplied with iron snubbing posts set in concrete blocks, of which 14 were built this year.

A fire-proof store-house of iron and concrete was built for oils and paints.

A slight explosion in the gas station at Farran's Point, after the season had closed and while the plant was being laid up for the winter, caused damage to the holder, and the roof of the building, which were repaired in good time for the opening of navigation in the spring.

Further repairs were made to the north pier at the lower entrance, Farran's Point, and a new oak waling put on the south side of the south pier, which is the north pier for the old lock.

Mr. John O'Leary's contract for repairs to the south bank of the Galops canal is progressing favourably. The outer bank is built up satisfactorily and work has been well begun on taking out the old cribs in the inner bank. The contract should be completed this season.

The contract with the Edwardsburg Strach Company for operating the Cardinal bridge by electric power has not yet been put into effect, owing to the fact that it has been impossible to get a motor to satisfactorily connect up with their high frequency generator. They propose putting in another equipment shortly, and it was not thought

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advisable to order a special motor to take power off their present generator when it might possibly be of use for a few months only ; but rather to wait until their newer installation is complete, and then purchase a standard machine that can be used for its full life.

Mr. John Black was superannuated September 30, 1905. Mr. Emile Cutler and Mr. John Black were granted imperial service medals.

THE MURRAY CANAL

was closed to navigation on December 6, 1905, and opened again on April 14, 1906.

During the season it was operated without interruption and without serious damage. In fact, the only damage to any of the canal structures was the partial burning of the face of several of the piers on the north side of the eastern entrance, at the time of the steamer *Melbourne* was burned while tied up there, in September, 1905.

All the bridges, bridge-houses and store-houses were painted. The back ditches were kept clean, and were extended until now they are in good condition and sufficient to carry off all the surface water.

A complete new floor was put on the Brighton road bridge.

On April 30 last, the position of overseer was abolished. Since that time the work of the canal has been carried on quite satisfactorily without such an officer.

Appended are statements of water levels, fines and damages, lockages, and vessels in dry dock.

I have the honour to be, sir, your obedient servant,

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

W. A. STEWART,
Superintendent.

Month.	Lock 15.		Lock 21.		Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.		Murray.	
	High.		High.		High.		High.		High.		High.		High.		High.		High.	
	Ft.	Low.	Ft.	Low.	Ft.	Low.	Ft.	Low.	Ft.	Low.	Ft.	Low.	Ft.	Low.	Ft.	Low.	Ft.	Low.
1905.																		
July.....	16.8	16.2	16.9	16.3	18.9	18.0	18.7	18.1	18.4	17.6	21.7	21.1	17.9	16.6	18.4	17.6	14.4	14.0
August.....	16.4	16.0	16.9	16.0	18.9	17.9	18.7	17.9	18.3	17.4	21.5	20.4	17.2	16.4	18.2	17.1	14.5	14.2
September.....	16.4	15.8	16.8	16.3	18.8	18.2	18.5	18.0	18.0	17.4	21.3	20.5	17.0	16.5	18.0	17.4	14.3	13.9
October.....	16.1	15.6	16.9	15.9	18.8	17.7	18.4	17.4	18.0	16.9	21.0	20.0	17.6	16.1	19.5	16.8	14.0	12.0
November.....	16.0	15.1	16.7	15.0	18.7	17.2	18.4	16.8	17.5	15.8	21.1	19.0	17.0	15.3	17.8	15.7	13.9	13.0
December.....	15.9	15.2	16.3	15.3	18.2	16.9	18.8	16.4	18.5	15.8	25.9	18.4	17.6	15.0	18.5	15.5	13.4	13.0
1906.																		
January.....	17.3	15.5	16.6	15.4	18.5	17.0	18.4	17.2	18.0	16.5	21.1	19.2	17.2	15.4	18.0	16.0	13.6	13.2
February.....	23.3	15.8	17.5	14.9	19.2	17.3	18.8	17.0	17.6	15.8	20.7	18.7	16.6	15.4	17.5	15.9	13.6	13.2
March.....	25.7	16.0	15.9	15.2	18.0	17.2	17.9	16.8	17.5	16.0	20.1	18.8	16.3	15.5	17.1	15.9	13.4	13.0
April.....	16.1	15.5	16.2	15.7	18.0	17.5	17.9	17.1	17.5	16.3	20.7	19.3	16.5	15.9	17.4	16.5	13.7	13.1
May.....	16.0	15.5	16.4	15.7	18.8	17.4	18.0	17.0	17.0	16.5	20.8	19.2	16.7	15.5	17.6	16.3	13.7	13.3
June.....	16.1	15.6	16.3	15.8	18.1	17.7	18.1	17.6	17.8	17.0	20.7	20.2	16.9	18.3	17.7	18.9	14.4	19.5

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STATEMENTS of Fines and Damages, in connection with the St. Lawrence canals, during the year ending June 30, 1906.

WILLIAMSBURG CANALS.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Owner.	Remarks.
	1906.		\$ cts.	\$ cts.		
23	May 17...	Thrush.....	37 15	... ..	Canadian Towage & Trans. Co.	Paid.

STATEMENT of Lockages, St. Lawrence Canals, for year of 1905.

Canal.	Number of Lockages.	Number of Vessels.
Cornwall.....	2,705	3,502
Farran's Point	863	1,116
Rapide Plat.....	1,039	1,340
Galops	1,152	1,422
Lift Lock.....	1,847	2,303

STATEMENT of Vessels in Dry Dock, Cornwall, during the year ending June 30, 1906.

No.	Name.	Owner.	Residence.	DATE.	
				Entry.	Removal.
				1905.	1905.
1	Walker.....	W. Daley.....	Montreal.....	July 4..	July 5
2	Scow.....	Cohen & Son.....	".....	" 13.	" 19
3	".....	J. T. Davis.....	".....	Aug. 2..	Aug. 8
4	".....	".....	".....	" 2..	" 16
5	Bonita.....	Cohen & Son.....	".....	" 8..	" 24
6	Emile.....	J. O'Leary.....	Ottawa.....	" 20..	" 20
7	Mabel C.....	L. Degan.....	Cornwall.....	" 24..	" 25
8	Poupore.....	Cohen & Son.....	Montreal.....	" 29..	Sept. 1
9	Grenada.....	A. Smallman.....	Cornwall.....	Sept. 6..	" 8
10	Emile.....	J. O'Leary.....	Ottawa.....	" 16..	" 21
11	Beaver.....	J. Bonar.....	Cornwall.....	" 18..	" 18
12	Mary Ellen.....	J. Jesmer & Son.....	".....	Nov. 10..	Nov. 13
1906.					
13	Central City.....	Cohen & Son.....	Montreal.....	Dec. 1..	May 1
14	Concrete Scow.....	Dept. R. & C.....	Cornwall.....	" 1..	" 1
15	House Boat.....	".....	".....	" 1..	Apr. 19
16	Gate Lifter.....	".....	".....	" 2..	" 19
17	".....	".....	".....	" 2..	"
18	Dredge 4.....	Cohen & Son.....	Montreal.....	" 7..	May 8
19	Scow.....	Dept. R & C.....	Cornwall.....	" 7..	" 3
20	".....	".....	".....	" 7..	" 3
21	Alert.....	".....	".....	" 7..	Apr. 19
22	Honore.....	Quinlan & Robertson.....	Belleville.....	" 7..	" 19
23	Maggie King.....	".....	".....	" 7..	" 19
24	P. D. Day.....	Cohen & Son.....	Montreal.....	" 7..	May 1
25	Scow.....	".....	".....	" 7..	Apr. 19
26	".....	".....	".....	" 7..	" 19
27	".....	".....	".....	" 7..	May 12
28	".....	".....	".....	" 7..	" 12
Cornwall & Montreal Nav.					
29	Garnet.....	Co.....	Cornwall.....	" 7..	" 1
30	Sand King.....	H. F. Cummings.....	".....	Dec. 7..	" 3
31	Gracie.....	R. Smith.....	".....	" 7..	Apr. 19
32	Mabel C.....	L. Degan.....	".....	" 7..	May 25
1906.					
33	St. Lawrence.....	McAuliffe & Manley.....	Welland.....	May 12..	May 15
34	Scow.....	".....	".....	" 12..	" 15
35	".....	Cohen & Son.....	Montreal.....	" 22..	"
36	H. G. Larkin.....	W. J. Poupore.....	".....	" 23..	" 25
37	Scow.....	".....	".....	" 23..	" 25
38	Sand Pump.....	H. F. Cummings.....	Cornwall.....	" 25..	" 26
39	Scow.....	".....	".....	June 14..	June 14
40	Chaffee.....	E. Robideau.....	Lancaster.....	" 18..	" 19

WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

ST. CATHARINES, June 30, 1906.

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending June 30, 1906.

The canal was closed for navigation on December 16, 1905, but the steamer *Neepe-wah* was allowed to pass down on December 23.

The canal was opened for navigation on April 16, 1906.

Navigation was not interrupted during the year, no accident of any moment having occurred.

On October 15, 1905, the steamer *Henry R. James*, bound down, ran into the upper rest pier of the Niagara Street bridge, damaging the pier and throwing the bridge off its pivot. The bridge, which was open at the time, could not be used for street traffic for about six weeks while repairs were being made. The cost of making the repairs amounting to \$1,688.33, was paid by the steamer.

IMPROVEMENTS TO CANAL.

During the year Messrs. Hogan & Macdonell completed their contract for 'deepening the rock cut between Port Colborne and Humberstone.'

Messrs. Magann & Phin continued work under their contract for 'deepening certain portions of the Summit Level,' and this level is now deepened throughout its whole length. The sharp curve at Ramey's Bend has been eased off considerably, and also the one at Port Robinson. Both of these were very difficult to navigate, but cause no trouble.

Mr. Joseph Battle completed his contract for placing 'stone protection' on certain portions of the banks on the Summit level.

The pile protection to the face of the banks below Thorold, mentioned in my last report, has been continued under the ordinary 'repairs' appropriation with success.

The installation of the electric lighting and power plant progressed so far as to allow us to light the canal from Port Dalhousie to Thorold in October, 1905, and to Welland before the close of navigation. The lighting is now in full operation the full length of the canal, and gives great satisfaction to all navigators.

Experiments have been made upon a gate-opening device, which I designed last year, and it has proved very satisfactory. The machines should all be installed during the coming winter.

PORT COLBORNE IMPROVEMENTS.

Messrs. Hogan and Macdonell have made some progress with the excavation in the new harbour.

Mr. M. J. Hogan, under his contract for 'new docking along west pier,' has made very good progress, nearly all of the cribs being now in place and a considerable portion of the concrete superstructure.

The foundations for the proposed elevator on dock No. 2, under contract to Messrs. Larkin and Sangster, has been completed, and most of the filling around the foundation piers has been put in place by Messrs. Hogan and Macdonell.

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OLD CANAL.

The water was drawn off the old canal for ten days this spring to allow for repairs to weir and lock foundations, some of which were in dangerous condition. An examination of the permanent repair work which was done to some of the foundations three and four years ago shows it to be in excellent condition.

GENERAL.

The canal staff suffered a severe loss in October last when Mr. Edward J. Odum, for over thirty years assistant engineer on the canal, was suddenly called away.

The following employees have been superannuated during the year: James Bradley, Michael White, and A. H. Upper, together with J. M. Woodall, who paid into the retirement fund.

Patrick Fahey, a superannuated employee, died on August 10, 1905.

James Howe, another superannuated employee, died on May 17, 1906.

Attached is a statement of moneys collected for damages caused to canal property by different vessels, also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

The water in Lakes Erie and Ontario has kept well above normal during most of the year, and vessels have had no trouble on account of low water.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) J. L. WELLER,

Superintending Engineer.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

WELLAND CANAL.

STATEMENT of Damages to Welland Canal property during the fiscal year ending June 30, 1906, and the amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1905.		\$ cts.	\$ cts.	1905.	
Sept. 21..	Barge, <i>Isabelle Reid</i>	25 00	25 00	Sept. 21....	Port Dalhousie.
" 29..	" <i>Ceylon</i>	83 88	83 88	Nov. 16....	" Colborne.
Oct. 15..	Steamer, <i>Henry R. James</i>	1,688 33	1,688 33	Oct. 17....	" Dalhousie.
1906.				1906.	
April 24..	" <i>A. M. Marshall</i>	14 49	Nil.		
May 7..	" <i>A. D. Davidson</i>	8 13	8 13	June 11....	" "
" 11..	" <i>A. M. Marshall</i>	17 50	Nil.		
" 11..	" <i>Donatona</i>	14 07	Nil.		
" 17..	" <i>J. S. Keefe</i>	6 31	6 31	" 20....	" "
" 19.	" <i>John Lambert</i>	12 74	12 74	" 18...	" "

STATEMENT showing the highest and lowest depths of water on the Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending June 30, 1906.

LOWER SILL.					LOWER SILL.				
MONTHS.					MONTHS.				
		Highest.		Lowest..			Highest.		Lowest.
1905.		Ft.	In.	Ft. In.	1906.	Ft.	In.	Ft.	In.
July.		17	0	16 10	January	16	5	15	8
August.....		17	2	16 10	February.	16	3	15	10
September.		17	0	16 5	March.....	16	1	15	9
October.		16	7	16 1	April	16	4	15	9
November.		16	3	15 9	May.....	16	5	16	1
December.		16	1	15 7	June.....	16	8	16	2

STATEMENT showing the highest and lowest depths of water on the Upper Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending June 30, 1906.

UPPER SILL.					UPPER SILL.				
MONTHS.					MONTHS.				
		Highest.		Lowest.			Highest.		Lowest.
1905.		Ft.	In.	Ft. In.	1906.	Ft.	In.	Ft.	In.
July.....		16	1	15 2	January.....	16	9	13	2
August ...		16	1	14 5	February....	15	4	13	8
September.....		15	8	14 6	March.....	15	3	12	7
October.		15	5	13 11	April	14	8	13	11
November.		17	0	13 8	May.....	15	3	13	8
December.		16	1	13 1	June.....	15	8	14	6

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ENGINEER'S OFFICE,

SAULT STE. MARIE, ONT., June 30, 1906.

SIR,—I beg leave to submit my annual report upon the improvements in progress of construction to the entrances of the Sault Ste. Marie canal.

DREDGING UPPER ENTRANCE.

A contract for a section of the work from the east end of the entrance piers extending westerly one and one-tenth miles, was let to Mr. C. S. Boone, May 3, 1905, and embraces the deepening and widening in the vicinity of the entrance piers, the deepening between the piers, the deepening and widening of the shoals close to the canal beacon, and the removal of all boulders to a depth of 21 feet 5 inches below extreme low water mark, lying within the limits laid down for the deepening and widening of the channel-way. Only fair progress has been made with this work, due probably to the loss of time sustained by the contractor by having the dredges and drills damaged on several occasions by being struck by vessels using the channel, and from having to remove from the work upon discovering a passing boat has become unmanageable. The contractor has engaged two dredges and a drill, which is ample for the work, and should complete the same this season. The completion of this work will greatly improve the possibilities of a large tonnage passing through the locks, as, from its location, it obstructs navigation more than at any other point where dredging is required.

A contract is about to be entered into for the deepening and widening of the remaining section as outlined on the plan approved for the improvement to the upper channel. This section is known as the Vidal shoal, and is situated about 2 miles above the locks. On the completion of this work, a channel-way 500 feet in width, with a depth at extreme low water mark of 21 feet 5 inches, will have been secured. This will provide safer and better facilities for the ever-increasing traffic of the canal.

EXTENSION TO THE SOUTH PIER—UPPER ENTRANCE.

A contract for building an extension to the south pier at the upper entrance was entered into November 25, 1904, with O'Boyle Bros. The contract embraces the construction of a substructure of cribwork to extreme low water mark, and a concrete rear and front wall with a stone core, to the same level as the old pier in existence, or 7 feet 9 inches above extreme low water as determined at the time of the construction of the canal. The length of the new extension is to be 800 feet, and the width 24 feet on top. The work of construction on this contract was started upon the opening of navigation, 1905, when the first shipment of timber was received, and the last crib for the substructure was sunk September 18, 1905. The work of building the concrete walls for the superstructure was started September 12, but, owing to the unfavourable weather and the unsatisfactory working of the mixing plant, also the failure of the Cement Company to deliver cement on the works when required, the contractor was unable to complete his work in the specified time. Upon an application, he secured an extension to July 31, 1906, which should give him ample time to complete his work.

During the progress of construction of the extension to the south pier, the south side of the channel, after being deepened, was opened out to navigation in order to permit the north half being deepened and widened. This made the construction work on the new extension much more difficult, and resulted in damage being done to the contractor's work from the boats using the canal. The swells and suction from passing boats in the limited channel open for navigation, also interfered with his work. It is the intention to back up the pier with a rock bank, and I would recommend that this work be done by a dredge. Material being taken from the channel is now being dumped as close to the pier as possible, and from which a rock bank could be provided. This work will strengthen the substructure which is of cribwork and stands 22 feet in height, and for the greater part of its length only 25 feet in width. The strong cross-

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current which sets across the end of the new extension has, to an extent, been diminished from what was found at the end of the old pier, still is strong enough to drive the boats under certain conditions against the pier with considerable force.

It was found necessary, in bonding with the old pier, to remove a 30-foot crib and build a new one in its place. The crib having been removed, the building of the new one is now in course of construction.

IMPROVEMENTS AT THE LOWER ENTRANCE.

During the season of 1905, the new extension to the south pier at the lower entrance of canal was brought to completion, and I take pleasure in reporting the completion of a very satisfactory piece of work which does credit to the contractor, Mr. Wm. Birmingham. This pier would be greatly strengthened and better able to resist the pressure brought against it when being used by the large freighters of from four to five thousand tons burthen, with cargo of from seven to ten thousand tons, if it were banked at the rear to the level of the top of the substructure, which work can be done at a small cost when a contract is entered into for the proposed widening or taking out of the elbow or curve from the end of the new pier extension to deep water to a line parallel to the centre ranges now in use. The material excavated from this source being dumped behind the new pier would provide the additional protection.

I have the honour to be, sir,

Your obedient seryant,

F. B. FRIPP,

Engineer in Charge.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,
Ottawa.

SAULT STE. MARIE CANAL.

SUPERINTENDENT'S OFFICE,

July 2, 1906.

SIR,—I submit herewith the annual report on the operation and maintenance of this canal for the fiscal year ending June 30, 1906.

The canal was closed for the season on the 20th day of December, having been in operation for 255 days, and was reopened for traffic on April 14, being four days later than last season.

During the fiscal year just closed there were made 4,100 lockages, passing through 5,185 registered craft and 475 unregistered vessels and rafts and scows, with a total tonnage of 5,059,251 tons, with an average time of 15.335 minutes to each lockage. This was a decrease of 819,208 tons as compared with that of the last fiscal year. Of the total tonnage there was 1,870,486 tons of Canadian tonnage as compared with a tonnage of 1,753,146 last year, being an increase of 117,340 tons in this class.

The real cause of the decrease shown in the tonnage is the noncompletion of the dredging operations in the upper channel by the contractors who have the work in hand, as captains are afraid of their vessels taking a shear and doing damage to the dredges or scows used in connection with them. In addition there was also a contractor putting in an extension to the south pier, so that vesselmen had but a narrow

channel at best, and beset by likely damage suits on both sides of him as a fence to come down through, and as contractors' employees are not at any time too well pleased to put themselves out to help along those employed in navigation.

The extension of the south pier at the upper entrance is about completed, and captains have expressed themselves as pleased at its being done, and that it is having the desired effect of cutting off a great deal of the cross current that formerly was a menace to those using the canal. During its building some of the vessels have struck it, and although not doing much damage to the pier it has saved quite a number from going down on to side of the channel and knocking holes in their sides, as was done on several occasions in former years at the place where this pier is being built, and it was for this purpose that it was built as well as to give us more room for landing vessels at and tying them up at.

As in former years, the daily exchange of vessel reports has been carried on with the American canal, thus keeping intact the ever increasing volume of the Lake Superior traffic. We are as usual indebted to Mr. Joseph Ripley, general superintendent of the American canal, for many courtesies shown to us.

The following tables gives the traffic passing through the two canals at this point during the season of navigation for the years mentioned:—

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of Carrying per mile. Ton.	Estimated Value of Freight carried.	Percentage of Freight carried in Canadian Vessels.	Number of Passengers.
1855.	193	106,296	14,503	.....	.....	.....	4,270
1860.	916	403,657	153,721	.....	.....	.....	9,230
1865.	997	409,062	181,638	.....	.....	.....	19,777
1870.	1,828	690,826	539,883	.....	.....	.....	17,153
1875.	2,023	1,259,534	833,465	.....	.....	.....	19,685
1880.	3,503	1,734,890	1,321,906	.....	.....	.....	25,766
1885.	5,380	3,035,987	3,256,628	.....	.....	.....	36,147
1890.	10,557	8,454,435	9,041,213	1.3	102,214,948	3.5	24,856
1891.	10,191	8,400,685	8,888,759	1.35	128,178,208	4.0	26,190
1892.	12,580	10,647,203	11,214,333	1.31	135,117,267	3.8	25,896
1893.	12,008	8,949,754	10,796,572	1.1	145,436,957	4.1	18,869
1894.	14,491	13,110,366	13,195,860	.99	143,114,503	3.5	27,236
1895.	17,956	16,806,781	15,062,580	1.14	159,575,129	3.75	31,656
1896.	18,615	17,249,418	16,239,071	1.	195,146,842	3.	37,066
1897.	17,171	17,619,923	18,982,755	.83	218,235,927	3.	40,213
1898.	17,761	18,622,764	21,234,634	.79	233,069,739	2.2	43,426
1899.	20,255	21,958,347	25,255,810	1.5	281,364,750	3.1	49,082
1900.	19,452	22,315,834	25,643,073	1.18	267,011,959	3.	58,555
1901.	20,041	24,626,976	28,403,065	.99	289,906,865	4.	59,663
1902.	22,659	31,955,582	35,961,146	.89	358,306,300	4.	59,377
1903.	18,596	27,736,444	34,674,437	.92	349,405,014	6	55,175
1904.	16,120	24,364,138	31,546,106	.81	334,502,686	6.	37,695
1905.	21,679	36,617,699	44,270,680	.85	416,965,484	5.	54,204

During the season of navigation of 1905 the traffic through this canal was 12 per cent of the total freight, 15 per cent of the total registered tonnage, and 48 per cent of the passengers carried, the amounts being, 5,168,490 tons of freight, 5,496,466 registered tons and 25,803 passengers. Compared with the season of 1904, there was an increase of 440,300 tons of freight, or 9 per cent; 1,292,370 registered tons, or 31 per cent, and 9,714 passengers, or 60 per cent.

The small labour crew kept on hand at general work have been engaged in leveling up the grounds at odd times, and have made a great improvement in the appearance of the grounds, and with a somewhat larger crew at the work continuously a decided improvement would be made.

The buildings have been kept in good repair, and are well painted.

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The machinery has been carefully gone over, and its efficiency has been maintained. A new direct current arc dynamo was purchased and installed this spring, and now that it has got into thorough working order is giving good satisfaction.

The tops of the several piers will have to be recovered, now that the different contractors are about done using them for piling material and repairs.

Very little damage has been done to the piers by vessels using the canal, and none to the gates.

Several vessels have gone aground outside of the stakes marking the outside of the narrow part of the upper channel that has been reserved for the use of navigation, and some of them have done considerable damage to themselves on account of striking the berm left by the dredges of the contractors.

I would again call the attention to the want of cement walks along the side of the lock, and also to the want of the lockmen's shelter house.

The day of big boats has come, and there are now several building that have too much beam for passing through this lock, being 60 feet in width. The other day we locked through the Steamer *J. Pierpont Morgan*, being 600 feet in length and with 58 feet beam. We did this without any difficulty; this vessel was built by the steel trust, and was built with several others to fill the capacity of this lock, and not to be at the mercy of the American lock as to size in case of accident to that lock. In that case any of the 60-foot beam vessels caught above in Lake Superior would have to lie above the lock until the repairs were made before they could get through the locks, as they would be too wide to come down through this lock. The question of a new and wider lock must soon be taken up by this department, and as called to your attention last winter some land lying between the present canal reserve and the rapids should be procured from the Crown Lands of Ontario before they are taken up by some private corporation so as to enable a new lock to be built, and by so doing obviate the trouble that the American government are now having across the river in obtaining lands required for their new lock, it having been taken up and built upon by private parties.

I have the honour to be, sir,

Your obedient servant,

J. C. BOYD,

Superintendent.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,
Ottawa.

PETERBORO, July 19, 1906.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report for the fiscal year ended June 30, 1906, covering the works of construction on the canal.

I assumed the duties of superintending engineer on the Trent canal on April 1, 1906, having been appointed to that office on the resignation of Mr. R. B. Rogers, who had previously filled it.

The works at present under construction are the completion of hydraulic lock No. 2, and sections Nos. 2 and 3 of the Simcoe-Balsam Lake division.

Hydraulic Lock No. 2.—The contract for the steel work of this lock, near Kirkfield, on section No. 2, was awarded to the Dominion Bridge Company, Montreal, on February 15, 1905. Nearly all the steel has been manufactured and delivered on the

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ground, and at the end of last month about 80 per cent of it was erected. It is confidently expected that the lock will be completed and ready for testing early in October.

Section No. 2.—The contract for this section was awarded to Messrs. Larkin and Sangster on September 7, 1900, and on July 11, 1904, a supplementary agreement was made covering the construction of the high level bridge and approaches, across the canal at the fourth concession road, township of Eldon. The work under the main contract is finished, except some fencing. The construction of the 4th Concession road bridge and approaches will be finished about October.

Section No. 3.—The contract for this section was awarded Messrs. Brown and Aylmer on September 6, 1900. All the concrete work connected with the construction of the five locks, three dams, three swing bridges, entrance piers, &c., is completed. The formation of the canal prism and embankments is well advanced, and good progress has been made this season laying stone protection and sodding on the banks. There is yet some excavation to be done at Portage Road bridge, and between lock No. 5, and deep water in Lake Simcoe, but it is fully expected that the whole of the works embraced in this contract will be fully and satisfactorily completed early this fall.

Improvements to Holland river.—A contract for the improvements of the Holland river, between Cook's bay and Holland Landing has been awarded to the Lake Simcoe Dredging Company, who are now building scows, &c., preparatory to the execution of the works under their contract.

Rosedale lock.—A survey of this locality has just been begun, with the object of preparing plans for a new lock and dam to replace the old wooden structures taken over at this place last year from the Ontario government. The present dilapidated wooden lock is smaller than the other locks connecting the chain of lakes between Simcoe and Rice lakes, which main division of the canal is on the eve of completion. For which reasons I think the Rosedale lock should be replaced at a very early date by a new one of standard dimensions.

I am, sir,

Your obedient servant,

(Sgd.) ALEX. J. GRANT,

Superintending Engineer.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, July 1, 1906.

SIR,—I have the honour to submit herewith my Annual Report on the Rideau canal under my charge, for the fiscal year ending June 30, 1906.

Navigation closed at Ottawa, November 29, 1905.

Navigation closed at Kingston Mills, November 20, 1905.

Navigation opened at Ottawa, April 28, 1906.

Navigation opened at Kingston Mills, April 30, 1906.

I regret to have to report that navigation was interrupted at Washburn Lock, owing to the lifting of the lower mitre sill, for a period of 12 days, from June 18 to the 30, 1906; a detailed account of which appears hereafter, and I may add that this is the first accident to our works that has occurred so as to delay or interrupt navigation, for over 25 years.

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With the exception of this 12 days delay, navigation was uninterrupted since July 1, 1905, and the depth of water maintained in the various levels through the entire length of the canal, was excellent.

The freshet last spring was so mild as to be hardly worth mentioning, as there was no snow last winter, nor rain in the spring.

Many of our levels and reservoirs barely filled up to the required height; but I have noticed for many years that a low freshet means a rainy summer and good water for navigation; and so far this summer, this has occurred, everything being now up to spring height.

The principal works and repairs executed along the line of the canal are as follows:—

OTTAWA.

A new 24 inch coping was laid on the mitre sill of lock No. 4, the old coping having lifted and split from side to side last fall. Two fine concrete retaining walls were built at right angles to each lower wing wall of the lower lock, the said wings having become dangerously overhung.

The space behind these retaining walls has been filled in solid with earth, &c., thus obviating all danger of the walls falling. This work was done by day labour, the cement having been supplied by contract, as hereafter stated. Portions of the wharfs round the basin were replanked, and the roadway graded and macadamized. The usual pointing and grouting of the lock masonry was done by our lock men in the spring, as well as the painting of the 9 pairs of lock gates. A new front door was put in the lock house, the old one having become rotten.

STEWARTON BRIDGE.

Sundry small repairs were made to the flooring and to the swing span; and also to the bridge-keeper's house.

BANK STREET BRIDGE.

Small repairs were made to the bridge house, and also to the banks of the canal in the vicinity of the bridge.

CONCESSION STREET BRIDGE.

This bridge being new, required no repairs. A well was dug for the bridge-keeper's house.

HARTWELLS LOCKS.

One pair of lock gates were renewed. The bridge over the waste weir was rebuilt, and a new well sunk for the lock house. The middle piers and gate recesses of the locks are giving signs of failure, and arrangements are being made to rebuild them next winter. Small repairs were made to the tow path road and to the banks of the canal.

HOGSBACK LOCK.

Two pairs of lock gates were renewed. Repairs were made to the Apron below the west bulkhead. A new wire fence was built between the canal reservation and private property on the Gloucester side of the river. A new cast standard and pipe railing was erected on the walls of the approaches to the swing bridge—a long felt want. Small repairs were made to the tow path road and canal banks. A large land slide occurred on the river side of the cut; but this has been built in with cribwork and stone. The cause of this slide is somewhat difficult to assign, as it may have been occasioned by seepage from the canal cut above it, or from erosion of the river below. I am inclined to think that both these causes are involved, and for this reason open

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cribwork was built into the gap, in order to allow any seepage to escape without making the bank sodden; and also to protect the bank from erosion from the river during freshets.

BLACK RAPIDS LOCK.

Portion of the upper wing wall on the west side of the lock was taken down and rebuilt. Extensive repairs were made to the long retaining dam, the back of which was carried away by a winter freshet last January, whilst the sheeting on the front was being taken off for renewal. Owing to the fact that the Jock river discharges into the upper level between this station and the next one, thus raising the water in short time, Black Rapids Station is always subjected to very heavy strain every spring and requires constant repairs.

LONG ISLAND LOCK.

A timber pier below the bulkhead was repaired, and sundry small repairs made to the station in general. The swing bridge across the locks is showing signs of age, and will have to be rebuilt next year.

MANOTICK BRIDGE.

Sundry small repairs made to flooring of bridge, by the bridge keeper.

WELLINGTON BRIDGE.

Small repairs made to piers of the bridge, and the whole has been replanked with 2-inch hemlock plank. A long existing dispute between the county of Carleton and the Department of Railways and Canals, with regard to the raising and grading of the approaches to this bridge, has been satisfactorily settled by the department having the work done to the satisfaction of the county council, and the latter having undertaken to perpetually maintain the said approaches for the future.

BECKETT'S LANDING BRIDGE.

Sundry small repairs were made to the bridge, by the bridge tender. The swing span will shortly require to be renewed.

BURRITT'S RAPIDS LOCK.

One pair of lock gates was renewed. The retaining dam was replanked and repaired, but the high water last winter prevented all the contemplated work being done, so it will be finished next year. Our diver was employed here cleaning out the bottom of the lock. Sundry small repairs were made to the station and swing bridge in general.

NICHOLSON'S LOCKS.

Sundry small repairs were made to the station in general.

CLOWE'S LOCK.

Small repairs were made to the station in general. The masonry of the waste weir is in very shaly condition; and arrangements for rebuilding it next winter are now being made.

MERRICKVILLE LOCKS.

Considerable repairs were made to the masonry of this large station. The mitre sill of the upper lock was taken down and rebuilt, as was the lower wall on the north side of the lower lock. The north wall of the lower basin was underpinned and

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thoroughly grouted and pointed. Next winter the lower lock is to be pumped and the lower sill rebuilt, and repairs made to the lower wing walls; after which I venture to believe that this station will be in better shape than it has been for forty years. Sundry other small repairs were made to lock gates, &c.

KILMARNOCK LOCK.

Some new wire fencing was built round the station and sundry small repairs made to the dam and bulkhead. The latter is to be partially rebuilt next winter.

EDMONDS LOCK.

A large amount of repairs to the masonry of the station was contemplated for last winter; but owing to continual rain, the water prevented portion of the work being done. Both the upper wing walls were taken down and rebuilt; but the waste weir which was to have been rebuilt, could not be taken down on account of high water. The new stone was all delivered for this work last year, and it will be done next winter. The waste weir is badly shaken and leaks considerably; but aside from this latter, it will serve its purpose for this season. A new swing bar and push bars were framed and put on the upper gates and small repairs made in general.

OLD SLY'S LOCKS.

The swing bridge was re-planked, and three new courses of timber built on the lay by piers at the head of the locks. The south side of the locks was again grouted, and is now nearly full of cement, and all the leakage through the walls has been stopped.

SMITH'S FALLS COMBINED LOCKS.

Five new stoplogs were framed for the waste weir. The south side of the basin is gradually being filled up with foundry waste which is stopping leakage, and also reducing the useless area of the large basin, thus saving water for filling the same. The lock house is to be repaired this year.

SMITH'S FALLS DETACHED LOCK.

Sundry small repairs were made to the upper and lower mitre sills, also to the lock house and station in general, and some new stoplogs were framed.

POONAMALIE LOCK.

Sundry small repairs made to the station in general. The old timber retaining dam, which was used as a coffer dam during the construction of the new concrete dam below it, was removed by a Mr. Fox, to whom I gave the old timber for doing the work, on condition that he took all the stone out and piled it neatly, and cut out the iron work to be used by the department in the future.

BEVERIDGE'S LOCKS.

The retaining dam was replanked. Repairs made to the lock gates by our diver, and sundry repairs made to the dams, embankments, and to the station generally.

PERTH BASIN.

Repairs were made to the wharfs, bridges and culverts generally. Our diver was employed for two or three weeks removing boulders and obstructions from the channel

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in the vicinity of the town. This work is not yet finished, as there are some ledges of rock in the vicinity of Dowsens that require to be blasted and removed.

THE NARROWS LOCK.

The exterior of the lock house was painted. A new flooring was laid on the by-wash, and sundry small repairs made to the station generally.

WOLF LAKE DAM.

This dam, which controls a series of back lakes and forms a reservoir for the summit level, was rebuilt last year.

NEWBORO' LOCK.

Sundry small repairs were made to the lock house and station generally.

CHAFFEY'S LOCK.

Some new wire fencing was erected round the government land. The foundations of the swing bridge were raised and repaired, and the approaches to the same raised. The bridge crossing the waste channel was repaired, and new stop log carriers and flooring were built for the by-wash. Two new sluice frames were put in lock.

DAVIS' LOCK.

A well was drilled for the lock house, by contract with Mr. M. L. Wilson, of Athens, the depth being between 45 and 50 feet. Repairs were made to the lower sill by our diver. The lower piers and wing walls of the lock are badly gone below water, and arrangements are being made to pump the lock and rebuild them next winter.

JONES' FALLS LOCKS.

The basin dam, which was of timber and clay, was taken down, and a fine stone structure substituted therefor. Most of the stone, with the exception of the coping, was taken from the two old lock sills which were rebuilt two years ago. An iron sluice gate of the wheel and thread pattern, has been put in the dam, and the bottom of the opening has been lowered, so that now the basin can be emptied in much quicker time and to a point about two feet lower than formerly. The long bridge was replanked with 3-inch hemlock, as was also the swing bridge and its approaches. Repairs were made to the big dam, and also to the sluices of the upper lock. A new set of stoplogs was framed for the waste weir.

BRASS' POINT BRIDGE.

A new kitchen was built for the bridge house. Small repairs were made to flooring of bridge.

UPPER BREWER'S MILLS LOCKS.

Three new sluice frames were put in. The waste channel bridge was replanked, and sundry small repairs made to the station generally.

LOWER BREWER'S MILLS (WASHBURN) LOCK.

This lock was pumped out last winter, and the west side, which was bulging badly, was taken down and rebuilt from the bottom. Two pairs of lock gates were renewed.

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It was at this lock that the break occurred last month, the circumstances of which are as follows:—

The lockmaster reported to me early in June that the lower sill (which is always submerged) was leaking so badly that it was very difficult to open the upper lock gates on account of the current thereby effected. I sent the diver up to caulk the leaks with concrete, which he did, and we then closed the lock from the 15th to the 18th to allow it to set.

On the morning of the 18th we commenced locking, and had passed one vessel, when the entire lower sill lifted about 4 feet 6 inches at the mitre, which was occasioned by the vents in the sill having been stopped by the concrete, thereby giving the water a greater surface to press against.

This lock has always given trouble, as it is located in the wrong place, and is built on cross timbers bedded into a very poor foundation of soft clay and sand.

There is a lift of about 13 feet 6 inches here, and in my opinion the break was caused by the water having scoured out the clay, &c., from under the cross timbers to which the mitre sill was bolted, and then the great pressure when the lock was lifted simply drew the bolts and forced the entire sill up. Nothing was broken; the sill came up intact, and was perfectly sound. I immediately took our dredge to the scene, and after a somewhat exciting lockage managed to get her down through the lock to the lower level, where she could throw up clay for a coffer dam. The difficulty of unwatering the lock was increased by the fact that in order to maintain navigation above and below the lock the levels could not be run down to any great extent, so that the upper dam had 6 feet of water and the lower dam 10 feet of water to keep out.

The upper dam was made by putting the stoplogs across the lock and sheeting and caulking them. The lower dam, however, was a very different piece of work, and was built of two cribs in the centre, filled with stone, with upper and lower stringers whose ends rested on each side of the banks. Three-inch plank was then driven and spiked to the stringers, and inch boards nailed over this to break the joints. The dredge then piled clay against this sheeting, and I may say that this dam, which was 100 feet long and built to withstand 10 feet of water, was built and the lock pumped out in 60 hours. The old sill had to be blasted out, but the new sill, which is of 14-inch x 16-inch Douglas fir, filled with concrete, and strapped and bolted to the bottom timbers of the lock, was built inside of a week; after which 7 days were allowed for the concrete to set. When the lock was again filled it was found to be in better shape than it had ever been before, as in addition to the rebuilding of the mitre sill the chamber walls and the whole of the gate recess were filled up solid with cement, so that no water can now possibly get under the sill, and I anticipate no further trouble here.

As stated above, navigation was delayed 12 days to June 30, but the lock was not opened until July 9.

KINGSTON MILLS LOCK.

One pair of lock-gates was renewed. Some new wire fencing was built round the station. Four new stoplogs were made for Waste Weir. Some stone and gravel were placed on the embankments, and small repairs made to the station generally.

GENERAL.

The pointing and grouting of the lock and bridge masonry, and the painting of the lock-gates, bridges and other wooden structures, were done as usual this spring by our own lockmen. The annual supply of cement, amounting to 1,767 bbls., was purchased under contract with the International Portland Cement Company of Ottawa. The dimension timber for lock-gates, &c., was purchased under contract with Mr. M. Ryan of Smith's Falls, the quantity being 89,244 feet B.M. The annual supply of white lead was purchased under contract with P. D. Dodds & Co., of Montreal, the amount being 4,375 lbs.

DREDGING PLANT.

The dredge *Rideau* was employed the whole of last season in deepening and widening the cut between lower and upper Brewer's Mills Lock Station. She will reach the latter place by the end of the present season. Her hull, boiler and machinery are in first-class shape, but her crane, which is built of Douglas fir, is commencing to chafe, and when worn a little more will be replaced with oak timber. The ordinary repairs were made when fitting out this spring.

The tug *Shanly* was employed the whole of last season, in attending on the dredge, delivering stores and freighting stone and timber on her scow, and on inspection work.

This is her last season, as provision has been made in the estimates, by the department, for a new tug to replace her, as after this summer she will have been seventeen seasons in commission.

I attach hereto a table showing respectively the highest and lowest water, each month, at Ottawa and at Kingston Mills Lock station, during the past fiscal year.

I have the honour to be, sir, your obedient servant,

(Sgd.) ARTHUR T. PHILLIPS, *M.C.S.C.E.*,
Superintending Engineer.

TABLE showing monthly, the highest and lowest water on the lower mitre sills of Locks Nos. 1 and 47, at Ottawa and Kingston Mills Lock Stations, respectively, from July 1, 1905, to June 30, 1906.

RIDEAU CANAL.

OTTAWA, LOCK NO. 1.			KINGSTON MILLS, LOCK NO. 47.				
Highest.		Lowest.	Highest.		Lowest.		
Ft.	In.	Ft. In.	Ft.	In.	Ft. In.		
July 1.....	11 8	July 26.....	10 0	July 17-22.....	9 5	July 1 7.....	9 2
August 1-2.....	10 3	Aug. 24-31.....	7 3	Aug. 1-16.....	9 4	Aug. 17-25.....	9 3
Sept. 20.....	8 1	Sept. 17-18.....	7 1	Sept. 1-3.....	9 4	Sept. 14-30.....	9 2
Oct. 27-29.....	9 2	Oct. 10.....	6 8	Oct. 1-4.....	9 2	Oct. 25-31.	8 10
Nov. 1-3.....	9 0	Nov. 24-25.....	7 11	Nov. 1-5.....	8 9	Nov. 26-30.	8 6
Dec. 5-8.....	9 2	Dec. 29-31.	8 5	Dec. 28-31.....	8 11	Dec. 1-5.....	8 6
Jan. 26-27.....	11 8	Jan. 11-14.....	8 2	Jan. 1-5.....	8 11	Jan. 24-31.	8 8
Feb. 26.....	11 2	Feb. 10-14.....	8 11	Feb. 15-22.....	8 11	Feb. 1-5.....	8 9
Mar. 31..	11 1	Mar. 24-26.....	8 8	Mar. 1-5.....	8 10	Mar. 28-31.....	8 6
April 30.....	14 5	April 8-12.....	9 11	April 27-30.....	8 9	April 1-20.....	8 6
May 17-19....	18 0	May 1-2.....	14 3	May 10-16.	8 11	May 1-2....	8 9

(Sgd.) A. T. PHILLIPS,
Superintending Engineer.

Rideau Canal Office,
Ottawa July 1, 1906.

ST. PETER'S CANAL.

St. PETERS, C.B., June 30, 1906.

SIR,—I have the honour to submit my annual report on work and operation on the St. Peters canal, my charge during the fiscal year ending June 30, 1906.

There has not been very much repairs done to the canal the past year. The outside high water gate was very much out of order, the toe rollers and ground castings being displaced on the track. I had a marine diver to do the necessary repairs, the toe rollers not having the necessary bevels to correspond with the curve in the track, caused it to stick or clog in the bearings and was simply dragging on the track; I have now on hand six new toe rollers that I will put in place when navigation closes. The outside low water gate on east side will require the same repairs, as diver reports toe roller clogged and not moving in the bearings.

The swing bridge is causing more or less trouble every week, it is a very old bridge and has served its time. If the department intends to operate it much longer, I will have to get authority to get a new ground circle cast for the turn table. No less than three of the castings have parted in the last week, and I had to get replaced with seasoned hardwood in order to operate the bridge. The travelling public have acquired a habit of trotting their teams across and something should be done to prevent them, as the surging is very straining on the turn table and bridge.

The department has caused a survey in order to define the lands owned by the government, said survey has been completed and a report has been forwarded to the department by Mr. Kenneth McIntosh, surveyor, and now that the lines have been defined I would like to get authority to place a wire fence on east side of canal, in order to prevent people from trespassing and encroaching on the St. Peters canal property. That east line in through the woods, and if a fence is not placed on it it will be closed up in a few years. Placing a fence there will not interfere with the public at all as can be pointed out to you by Mr. E. V. Johnson, inspecting engineer. The general traffic on canal is up to the average. Navigation closed on January 9, 1906, and opened on April 23, 1906. There is one tidal lock and four pairs of gates on St. Peters canal.

I have the honour to be, sir,

Your obedient servant,

JNO. H. DEVERAUX,

Lockmaster.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

PETERBOROUGH, August 6th, 1906:

SIR,—I beg to send you herewith my annual report for the fiscal year ending June 30, 1906.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) J. H. McClennan,

Superintendent.

L. K. JONES, Esq.,
Secretary Department of Railways and Canals,
Ottawa, Ont.

TRENT CANAL.

PETERBOROUGH, August 6, 1906.

SIR,—I have the honour to submit my annual report for the fiscal year ending June 30, 1906, on the works under my charge known as the Trent canal.

The following repairs were made:—

TRENT BRIDGE.

Two rest piers and two entrance piers were built and provision was made for the entrance to the bridge with booms.

HASTINGS.

The lower channel was blasted and dredged and a protection wall was built to the east side of the lock chamber.

RICE LAKE.

At Hiawatha on Rice lake a channel was dredged through the old Cobourg railroad bed across the lake, shortening the distance from the Otonabee river to Hastings about three miles.

BENSFORT BRIDGE.

Two rest piers and two entrance piers were built and provision was made with booms for entrance to the bridge.

PETERBOROUGH.

The steel work on the dam was painted, the banks were sodded and a wire fence was erected around the government property. The lockmaster's office and residence were painted. The storehouse was also painted.

HYDRAULIC LIFT LOCK NO. 1.

An accident occurred to the bank on the east side of the canal, in the reach between the Norwood road and Warsaw road. This has been repaired. The leaks which occurred between the Norwood road and hydraulic lift lock No. 1, have also been repaired. Repairs have been made to the guard gates in the reach between the hydraulic lift lock and Nassau, and the guard gates have been equipped with an apparatus for opening and closing same.

PETERBOROUGH-LAKEFIELD SECTION.

On the Peterborough-Lakefield section, dredging has been done whereby the channel for navigation purposes has been greatly improved.

LAKE KETCHEWANOOKA.

The channel between Lakefield and Young's point has been improved by dredging.

YOUNG'S POINT.

A concrete entrance pier 300 feet long was built to Young's point locks and the entrance deepened to nine feet. A concrete pivot pier and abutment for a new steel swing bridge have been built.

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BOBCAYGEON.

The dam was rebuilt, piers were retopped with concrete from 2 feet below low water mark and new bridge built on the dam.

FENELON FALLS.

The swing bridge was repaired and a lighthouse was placed at the entrance of Fenelon river. Electric lights were put on the locks which is much appreciated by steamboat men.

LINDSAY.

The wharf was put in good repair, and the channel from Lindsay town to Sturgeon lake was cleaned out of old stumps and sunken logs which accumulate every year. We also built two beacons and placed them in the river and repaired and put in good order the two lighthouses at the entrance from Sturgeon lake to Lindsay river.

ROSEDALE.

The dam was repaired and gravelled. The swing bridge was put in good working order.

BURLEIGH FALLS.

The dam was rebuilt from low water mark up and was strengthened by a pier 12 x 35 and 10 feet deep which was placed on the lower side.

VICTORIA ROAD.

The dam was repaired and gravelled and a ditch built to carry away the seepage.

CHEMONG.

The steamboat wharf was rebuilt.

GULL RIVER.

Eagle lake dam was rebuilt, and Hawk lake dam repaired.

BURNT RIVER.

The dam at Kinmount was generally repaired. The dam was retopped and a pair of winches placed on same. Farquhar dam was re-gravelled and new stop logs put in. Repairs were also made to Grace lake, Big Bear lake, Little Bear Lake, Pine lake, Contains lake and Devil's lake.

MISSASSUAGA RIVER.

Repairs were made to the new slide and the road was gravelled. The dam of Gull lake was re-gravelled and new stop logs were put in. New stop logs were also put in Bottle lake dam. The dam was repaired.

BRIDGES RE-PLANKED.

The following swing bridges were re-planked and painted: Trent bridge, Hastings bridge, bridge at Lock No. 7, Peterborough bridge, bridge at Lock No. 1, 6, Peterborough, Norwood and Warsaw road bridges between lift lock No. 1 and Nassau, Nassau bridge, Lakefield, Burleigh Falls, Fenelon Falls, and Rosedale.

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STEAMER 'EMPIRE.'

The steamer *Empire* has been employed with the dredge *Emmerson* during the whole season.

STEAMER 'SOVEREIGN.'

The steamer *Sovereign* has been used in buoying out channels, painting buoys, towing material for works at various places. It has also been used by the engineers for inspection purposes.

THE DREDGE 'EMMERSON.'

The dredge *Emmerson* has been completed. The hull was built in 1904. The new machinery was placed in her last fall. Two new dump scows which were commenced in 1904, were completed. The tug *Empire* was repaired and put in as good condition as possible. She is a very old boat.

THE STAFF.

The members of the staff have all worked for the interest of the canal, and the appearance of the canal from one end to the other shows that they have done their part well.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) J. H. McCLELLAN,
Superintendent.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

—
TRENT CANALS SURVEYS, ENGINEER'S OFFICE,
OTTAWA, August 14, 1906.

SIR,—I have the honour to submit the following report upon the progress made during the fiscal year ended June 30, 1906, with the surveys, under my charge, of the various routes for the Trent canal.

The surveys for outlets to Lake Ontario: from Rice lake to Port Hope, Cobourg and Trenton respectively; and from Lake Couchiching to Georgian bay, via the Severn river, west branch of Holland river, and the traverse and contour survey of Rice lake—which had been in progress at June 30, 1905—were continued and finally completed on December 2, 1905, as likewise the survey of the Black river from Sutton to Lake Simcoe, Ontario (a distance of about 3 miles). The survey parties were paid off and disbanded on December 2, 1905, and the staff returned to Ottawa, and commenced the office work on plans, profiles, &c.

In accordance with instructions, I made a personal examination (in October, 1905) of that portion of the Gull river between Coboconk and Minden, to ascertain the practicability, cost, &c., of improving it for navigation; and in January, 1906, a reconnaissance survey for a proposed outlet for the Trent Canal from Kempenfeldt bay—Lake Simcoe—to the valley of and via the Nottawasaga river to Nottawasaga bay—Georgian bay. Subsequently a report on the latter was prepared and submitted. On February 17, 1906, detailed plans, profiles, sections and specification for section No. 1 from Cook's bay to Holland Landing—of proposed 'Improvements on the east branch of the Holland river to Newmarket'—were submitted.

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Several detailed plans of proposed dams, locks, bridges &c., for section No. 2—Holland Landing to Newmarket—were prepared, and all plans required for this section will be ready at an early date.

Good progress has also been made with the plans and estimates of quantities for the main outlets; every effort being directed towards the consummation of this work, so as to facilitate the preparation of the final report.

I am, sir,

Your obedient servant,

E. J. WALSH,

Engineer in Charge.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals.

Ottawa.

OFFICE OF THE GENERAL CONSULTING ENGINEER TO THE GOVERNMENT AND CHIEF
ENGINEER OF THE WESTERN DIVISION OF THE NATIONAL
TRANSCONTINENTAL RAILWAY.

OTTAWA, CANADA, September 29, 1906.

SIR,—With a view of presenting to you a statement of the progress made up to September 1, 1906, with the surveys, location and construction of the western division of the Grand Trunk Pacific Railway, I have the honour to report as follows:—

The preliminary surveys have sufficiently advanced to enable the company to submit route maps of the line from Winnipeg touching the towns of Saskatoon and Edmonton, and passing through the 'Yellow Head Pass' to a point on the Pacific slope at the junction of the Salmon river with the Fraser river, a distance of about 1,247 miles. Of this the government have approved from Winnipeg to a point a short distance east of Edmonton, about 776 miles in all.

Edmonton being favourably situated for the establishment of the principal workshops, sorting and distributing yards, cattle yards, warehouses and grain elevators, a large area of land has been purchased for the purpose, which will give ample room for quick despatch of business at that important point.

Plans and profiles of location have been submitted by the company and approved by the government from township 12, range 7, section 4, west of the first meridian (Portage la Prairie), to township 53, range 23, west of the fourth meridian (a point about 8 miles east of Edmonton), a distance of about 720 miles, upon which section the works of construction are in progress.

I have recently made a tour of inspection of this section of the road, and I find the location has been carefully selected with a view to obtaining first-class alignment and favourable grades; the curvature is light and the maximum grades against the traffic going west 0.50 per 100. In securing so good an alignment and gradients, heavy work has been encountered in the form of high embankments, deep cuttings and large structures at certain points, such as at Pine, Mule, Minnawashta, Birdtail and Cut Arm creeks; the little Saskatchewan river; the Touchwood, Eagle and Beaver hills; the Qu'Appelle valley, and at Battle river.

With a road so constructed and, consequently, capable of economical operation, and with the communication to be afforded with the port of Fort William at the head

of navigation on Lake Superior, by means of the branch line now being built from a point on the main line east of Winnipeg, the railway should be in an excellent position to share with its competitors the increasing traffic of the Northwest and of the grain fields of the prairies.

I have not treated here of the western division as a whole from Winnipeg to the Pacific coast, as the surveys are not at present sufficiently advanced to enable any reliable opinion to be formed as to the character of the alignment and grades to be obtained through the mountain region. I, however, may say that I have every reason to feel confident that a satisfactory location will be obtained.

The prairie country through which the road passes is a fine farming district, the soil being for the most part rich. Many settlers are taking up 'homesteads' along the route, as is evidenced by the large number of new 'shacks' recently built, and others, in course of erection, which are visible both north and south of the road.

I was disappointed with the progress made with the works of construction; they had not advanced, and were not advancing, as rapidly as could be desired. This is due to the impossibility of securing the requisite number of men for a vigorous prosecution of the work. In fact, so short of men were the contractors that, in several instances, many teams of horses were standing idle in the stables, owing to inability to secure teamsters to drive them. I think it is manifest that the supply of labouring men in Canada at the present time is insufficient to meet the demand. The same complaint is heard from one end of Canada to the other, the supply is not within 40 to 50 per cent of the number of men required to carry out the contracts in hand. It is, however, only fair to state that the works executed are of a substantial character. The embankments and cuttings are neatly finished off, and the latter are well drained by side surface ditching.

The following is a statement of the approximate quantities of work on the section between Portage la Prairie and Edmonton, and the amount of work executed thereon up to September 1, 1906:—

Character of Work.	How measured.	Total quantity of work.	Quantity of work done to Sept. 1, 1906.
Clearing.....	Acres.....	1,420	1,409
Grubbing.....	".....	260	97
Earth excavation.....	Cubic yards.....	17,700,000	5,091,000
Rock.....	".....	797,000	314,700
Culverts.....	Lineal feet..	62,000	17,900
Large trestle bridges.....	".....	16,000	4,400
Smaller pile bridges.....	".....	11,000	2,060
Steel bridges over large rivers.....	".....	5,700	Nil.
Telegraph and Telephone Lines.....	Miles.....	750	20,000 telegraph poles delivered.
Fencing.....	".....	1,500	Nil.
Track complete, including ballasting.....	".....	816	50,000 tons rails delivered; 160,000 ties delivered; 2 miles track laid.
Station and other buildings.....	Number.....	265	Nil.
Cattle-guards and sign boards.....	".....	1,500	"
Rip-rap.....	Cubic yards..	20,000	200

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The materials for the balance of the culverts, trestles and pile bridges, as well as the materials for the fencing, telegraph and telephone lines can be taken out in the winter months and delivered upon the ground with much greater facility than in the summer season, and if nothing unforeseen occurs, it may, I think, be anticipated that the track will reach Edmonton by the latter end of the autumn of 1907.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHRIEBER,

*General Consulting Engineer to the Government
& Chief Engineer W. Div. Nat'l Trans'l Ry.*

The Honourable H. R. EMMERSON,
Minister of Railways and Canals,
Ottawa, Ont.

PART III

RAILWAY SUBSIDIES

No. 1.

RAILWAY SUBSIDIES.

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of Subsidy granted for same Railways.

Number.	Name of Railway.	No. of miles built up to June 30, 1906.	No. of miles paid and pro- vided for.	Subsidy paid and available at June 30, 1906.		Subsidy paid to June 30, 1906.		Subsidy paid to September 30, 1906.	
				\$	cts.	\$	cts.	\$	cts.
1	Albert Southern.....	16	16	50,460	00	50,460	00	50,460	00
2	†Atlantic and Lake Superior	30	30	165,734	00	146,490	84	146,490	84
3	†Algoma Central and Hudson Bay ..	77	91	924,976	00	924,976	00	924,976	00
4	Baie des Chaleurs	70	70	620,000	00	620,000	00	620,000	00
5	Baie of Quinte	15	35	112,000	00	69,120	00	69,120	00
6	Beauharnois Junction	19·50	19·50	62,400	00	62,400	00	62,400	00
7	Belleville and North Hastings.....	6·84	6·84	21,888	00	21,888	00	21,888	00
8	Beersville Coal and Railway Co.....	6·48	7	20,736	00	20,736	00	20,736	00
9	Brantford, Waterloo and Lake Erie.	18	18	57,600	00	57,600	00	57,600	00
10	Brockville, Westport and Sault Ste. Marie.....	44·50	44·50	105,200	00	105,200	00	105,200	00
11	Bruce Mines and Algoma.....	18	18	53,920	00	53,920	00	53,920	00
12	Bouctouche and Moncton.....	31·75	31·75	101,600	00	101,600	00	101,600	00
13	Canada Atlantic... ..	54·05	54·05	282,355	20	282,355	20	282,355	20
14	Canada Central	120	120	1,525,250	00	1,525,250	00	1,525,250	00
15	†Canada Eastern.....	107	107	350,400	00	350,400	00	350,400	00
16	†Canadian Pacific	1,905	1,905	25,000,000	00	25,000,000	00	25,000,000	00
17	" (extension)*	676	695·83	5,903,322	00	5,903,322	00	5,903,322	00
18	†Cape Breton, extension... ..	30	30	182,400	00	182,400	00	182,400	00
19	Caraquet.....	67	67	224,000	00	224,000	00	224,000	00
20	Central (of New Brunswick)	45·66	89·50	238,400	00	142,400	00	142,400	00
21	Cornwallis Valley.. ..	14	14	44,800	00	44,800	00	44,800	00
22	Columbia and Kootenay.....	27·75	27·75	88,800	00	88,800	00	88,800	00
23	†Canadian Northern.	490	490	1,909,132	00	1,909,132	00	1,909,132	00
24	Chateauguay and Northern.....	58	58	307,595	00	307,595	00	307,595	00
25	Cap de la Madeleine.....	2·32	2·32	7,424	00	7,424	00	7,424	00
26	†Coast of Nova Scotia (now Halifax and Yarmouth)	50	61	160,000	00	160,000	00	160,000	00
27	†Central Ontario	21	40	67,200	00	67,200	00	67,200	00
28	Cumberland.....	14	14	39,850	00	39,850	00	39,850	00
29	Dominion Lime Co.	4·80	4·80	15,360	00	15,360	00	15,360	00
30	Dominion Coal Co.....	27·44	27·44	87,808	00	87,808	00	87,808	00
31	†Drummond County.....	133·00	135·60	423,936	00	423,936	00	423,936	00
32	†East Richelieu Valley	21·86	21·86	69,952	00	69,952	00	69,952	00
33	Elgin, Petitcodiac and Havelock....	12	12	38,400	00	38,400	00	38,400	00
34	Erie and Huron.. ..	30	30	96,000	00	96,000	00	96,000	00
35	Esquimalt and Nanaimo.....	71	71	750,000	00	750,000	00	750,000	00
36	Fredericton and St. Mary's Bridge Co.....	1·33	1·33	30,000	00	30 000	00	30,000	00
37	Grand Trunk, Georgian Bay and Lake Erie.....	12·42	12·42	39,744	00	39,744	00	39,744	00
38	Grand Trunk	Pont.	Pont.	500,000	00	500,000	00	500,000	00
39	Great Eastern.....	12·50	12·50	40,345	00	40,345	00	40,345	00
40	†Great Northern.....	140·42	143·59	557,788	31	557,788	31	557,788	31
41	Guelph Junction.. ..	15·25	15·25	46,000	00	46,000	00	46,000	00
42	†Gulf Shore	16·78	16·78	53,699	20	53,699	20	53,699	20
	• Carried forward.....	4,533·65	4,667·61	41,376,474	71	41,218,351	55	41,218,351	55

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Continued.*

Number.	Name of Railway.	No. of miles built up to June 30, 1906.	No. of miles paid and pro- vided for.	Subsidy paid and available at June 30, 1906.	Subsidy paid to June 30, 1906.	Subsidy paid to September 30, 1906.
				\$ cts.	\$ cts.	\$ cts.
	Brought forward.....	4,533·65	4,667·61	41,376,474 71	41,218,351 55	41,218,351 55
43	Halifax and South Western	98	231	739,200 00	653,776 00	653,776 00
44	Harvey Branch	3	3	5,553 57	5,553 57	5,553 57
45	Hereford	48·50	48·50	155,200 00	155,200 00	155,200 00
46	Irondale, Bancroft and Ottawa.....	45	45	144,000 00	144,000 00	144,000 00
47	International (Quebec).....	49	49	156,800 00	156,800 00	156,800 00
48	International (N.B.), formerly Res- tigouche and Western	15	77	246,400 00	127,208 07	127,208 07
49	†Inverness Ry. & Coal Co	60·97	98	390,208 00	368,545 97	368,545 97
50	James Bay.....		270	864,000 00	651,264 00	651,264 00
51	Joggins	12	12	37,500 00	37,500 00	37,500 00
52	Kingston and Pembroke	15	15	48,000 00	48,000 00	48,000 00
53	Kingston, Napanee and Western....	61·35	61·35	208,732 80	208,732 80	208,732 80
54	L'Assomption.....	3·50	3·50	11,200 00	11,200 00	11,200 00
55	†Lake Erie and Detroit River	126·90	128·05	475,851 00	475,851 00	475,851 00
56	Lake Temiscamingue Colonization...	45·84	45·84	310,335 95	310,335 95	310,335 95
57	Leamington and Lake St. Clair.....	16	16	51,200 00	51,200 00	51,200 00
58	Lindsay, Bobcaygeon and Pontypool.	38·79	38·70	185,173 06	185,173 06	185,173 06
59	Lotbinière and Megantic.....	30	30	96,000 00	96,000 00	96,000 00
60	Manitoulin and North Shore.....	12·60	12·60	204,800 00	32,000 00	32,000 00
61	Middleton and Victoria Beach.....	39·30	39·30	125,760 00	98,092 80	98,092 80
62	Montreal & Sorel (now South Shore..	61·50	126·67	517,541 92	296,998 38	296,998 38
63	Montreal and Lake Champlain.....	83	83	103,600 00	103,600 00	103,600 00
64	Montreal and Western	70	70	361,270 00	361,270 00	361,270 00
65	Montreal and Lake Maskinongé.....	12·90	12·90	41,280 00	41,280 00	41,280 00
66	Montreal and Ottawa.....	60	60	192,000 00	192,000 00	192,000 00
67	†Montreal and Province Line.....	18·3	18·3	58,560 00	58,560 00	58,560 00
68	Montfort Colonization.....	32·20	32·20	167,440 00	167,440 00	167,440 00
69	Maganetawan River.....	1·11	1·11	3,552 00	3,552 00	3,552 00
70	†Massawippi Valley.....	1·68	1·68	5,376 00	5,376 00	5,376 00
71	†Midland (Nova Scotia).....	57·18	58	365,418 00	362,200 30	362,200 30
72	Nakusp and Slocan.....	36·80	36·80	117,760 00	117,760 00	117,760 00
73	New Brunswick and P. E. Island....	35·45	35·45	113,440 00	113,440 00	113,440 00
74	New Brunswick Coal and Ry.....	15	45	144,000 00	48,000 00	48,000 00
75	New Glasgow Iron and Coal Co. ...	12·45	12·45	39,840 00	39,840 00	39,840 00
76	Nicola, Kamloops and Similkameen..		45	292,800 00	110,592 00	110,592 00
77	Northern Colonization.....	20·90	20·90	133,760 00	133,760 00	133,760 00
78	Northern Pacific Junction.....	110	110	1,320,000 00	1,320,000 00	1,320,000 00
79	Nova Scotia Central	73·50	73·50	235,200 00	235,200 00	235,200 00
80	Ontario, Belmont and Northern.....	9·60	9·60	30,720 00	30,720 00	30,720 00
81	Ontario and Quebec	61·25	61·25	196,000 00	196,000 00	196,000 00
82	Orford Mountain.....	26·50	53·50	168,814 50	168,814 50	168,814 50
83	Oshawa Railway and Navigation Co.	7	7	22,400 00	22,400 00	22,400 00
84	†Ottawa, Northern and Western (for- merly Ottawa & Gatineau Valley).	82·28	86	410,688 00	410,688 00	410,688 00
85	†Ottawa and New York	53·87	53·87	262,384 00	262,384 00	262,384 00
86	†Ottawa, Arnprior and Parry Sound.	159·58	159·58	779,712 00	779,712 00	779,712 00
87	Parry Sound Colonization	47·75	47·75	152,800 00	152,800 00	152,800 00
88	Pontiac and Pacific Junction.....	70	70	193,578 00	193,578 00	193,578 00
89	†Phillipsburg Junction	7·41	7·41	23,712 00	23,712 00	23,712 00
90	Pontiac and Renfrew.....	4·25	4·25	13,600 00	13,600 00	13,600 00
91	Pontiac and Pacific and Ottawa and Gatineau.....	Bridge.	Bridge.	212,500 00	212,500 00	212,500 00
92	†Pembroke Southern.....	20	20	64,000 00	64,000 00	64,000 00
93	Port Arthur, Duluth and Western ..	84·75	84·75	271,200 00	271,200 00	271,200 00
94	Quebec Central.....	74·86	74·86	348,342 00	348,342 00	348,342 00
95	Quebec Bridge Co	Bridge.	Bridge.	374,353 33	374,353 33	374,353 33
96	Quebec and Lake St. John.....	245·85	245·85	1,230,743 50	1,092,759 50	1,092,759 50
97	Quebec, Montmorency & Charlevoix.	30	30	96,000 00	96,000 00	96,000 00
98	Shuswap & Okanagan	51	51	163,200 00	163,200 00	163,200 00
99	South Norfolk.....	17	17	54,400 00	54,400 00	54,400 00
100	St. Catharines and Niagara Central.	12	12	38,400 00	38,400 00	38,400 00
	Carried forward.....	7,021·23	7,830·08	55,152,774 34	53,715,216 78	53,715,216 78

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Concluded.*

Number.	Name of Railway.	No. of miles built up to June 30, 1906.	No. of miles paid and pro- vided for.	Subsidy paid and available at June 30, 1906.	Subsidy paid to June 30, 1906.	Subsidy paid to September, 30 1906.
				\$ c.	\$ c.	\$ c.
	Brought forward	7,021·23	7,830·08	55,152,774 84	53,715,216 78	53,715,216 78
101	St. Clair Frontier Tunnel.....	2·23	2·23	375,000 00	375,000 00	375,000 00
102	St. Lawrence and Lower Laurention	38·85	38·85	217,600 00	217,600 00	217,600 00
103	St. Louis, Richibucto & Buctouche..	7	7	22,400 00	22,400 00	22,400 00
104	†St. Lawrence and Adirondack.....	33·51	33·51	149,481 60	149,481 60	149,481 60
105	†St. Mary River	41	46	177,400 00	148,094 00	148,094 00
106	St. Stephen and Milltown.....	4·64	4·64	14,848 00	14,848 00	14,848 00
107	Schomberg and Aurora.....	14·42	14·42	46,144 00	46,144 00	46,144 00
108	Temiscouata	112·95	112·95	645,950 00	645,950 00	645,950 00
109	†Thousand Islands	5·19	5·19	29,840 00	29,840 00	29,840 00
110	†Tilsonburg, Lake Erie and Pacific..	33·96	47·50	117,431 48	117,431 48	117,431 48
111	Tobique Valley.....	27·88	27·88	134,016 00	134,016 00	134,016 00
112	Toronto, Grey and Bruce	4·58	4·58	14,656 00	14,656 00	14,656 00
113	†United Counties.....	59	59	188,816 00	188,816 00	188,816 00
114	Waterloo Junction	10·25	10·25	32,800 00	32,800 00	32,800 00
115	Western Counties	20	20	500,000 00	500,000 00	500,000 00
116	West Ontario Pacific	18·75	18·75	60,000 00	60,000 00	60,000 00
117	York and Carleton	5·73	5·73	18,336 00	18,336 00	18,336 00
	Total.	7,461·17	8,288·56	57,897,493 42	56,430,629 86	56,430,629 86

†Add subsidy of used rails as per statement, part iii., page 7, \$152,305.20, and Atlantic and North-western, \$3,172,200.00, less subsidy Canadian Pacific Railway, main line, \$25,000,000, and Western Counties Railway, \$560,000, which will then agree with statement of subsidies in part ii, page 50, viz., \$34,255,135.06.

*Includes the mileage of the North Shore Railway, 160 miles.
†By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent on so much of the *average cost* of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amount of certain of the subsidies authorized by Parliament given in this statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, viz.: The amount produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

No.	Name of Railway.	Miles subsidized.	Amount of Instalment.	Amount paid up to June 30, 1906.
				\$ c.
1	International (Atlantic and North-west Railway Co.).....	252	\$93,300 per ½ year for 30 years	3,172,200
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$ 3,136 " 21 "	Nil.
	Total	308		3,172,200

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STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		\$	\$ c.
1	Albert Railway Co.....	15,000	14,725 56
2	Fredericton and St. Mary's Bridge Co.....	300,000	300,000 00
3	St. John Bridge and Railway Extension Co.	500,000	433,900 00
Total.....		815,000	748,625 56

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Subsidy on value of Rails.	Subsidy on used Rails paid.
			\$ c.	\$ c.
1	Central Railway Company of New Brunswick..	4,052	83,612 54	83,612 54
2	Elgin, Petitediac and Havelock Ry. Co.....	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co.....	958	24,439 84	24,439 84
Total		7,211	152,305 20	152,305 20

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set for.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			\$ c.	
1	Kent Northern Railway Co.	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy, (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O.C. had been passed authorizing transfer.)
2	Halifax Cotton Co.....	233	4,335 00	
3	Steel Company of Canada..	597	11,964 66	
4	Albert Railway Company	726	14,665 45	
Total.....		4,105	89,299 38	

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LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Deputy Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely:—

By the Acts of 45 Vic., cap. 14, 1882 (*Assented to 17th May, 1882*):—

1. For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole \$660,000
2. For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 384,000
3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 240,000
4. For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 224,000

“The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine.”

By the special Act 45 Vic., cap. 55, 1882 (*Assented to 17th May, 1882*):—

5. A subsidy authorized in favour of “The Chignecto Marine Transport Railway Company,” provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... \$150,000

By the Act 46 Vic., cap. 25, 1883 (*Assented to 25th May, 1883*):—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapediac, on the Intercolonial Railway, to Paspébiac, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 320,000

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7. To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$115,200
 8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 160,000
 9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 256,000
 10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800
 11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 102,400
 12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 160,000
 13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 89,600
 14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 80,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.
15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
 16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 660,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

"The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively ; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively ; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make ; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister ; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers

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or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 (*Assented to 25th May, 1883*):—

- 17.** An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of\$ 500,000

By the Act 47 Vic., cap. 8, 1884 (*Assented to 19th April, 1884*):—

- 18.** To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000
- 19.** And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole.....1,440,000
- 20.** For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
- 21.** For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
- 22.** To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 211,200
- 23.** For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 960,000
- 24.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
- 25.** To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 272,000
- 26.** To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
- 27.** To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400

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28.	To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$160,000
29.	To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883).....	128,000
30.	To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
31.	To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	262,400
32.	To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
33.	To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
34.	For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole.....	200,000
35.	For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
36.	For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
37.	For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
38.	For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	217,600
39.	For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
40.	For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
41.	To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
42.	For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspebiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole.....	300,000
43.	For a branch of the Intercolonial Railway, from Derby Station to Indian-town, fourteen miles, a sum not exceeding in the whole.....	140,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are

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granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

“ Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By the special Act 47 Vic., cap. 6, 1884 (*Assented to 19th April, 1884*):

- 44.** Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the “ Esquimalt and Nanaimo Railway Company ” in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59, 1885 (*Assented to 20th July, 1885*):

- 45.** To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 166,400
- 46.** To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
- 47.** To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000
- 48.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000
- 49.** To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole..... 96,000
- 50.** To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

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51.	To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole	\$30,000
52.	To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	92,000
53.	To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
54.	To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole	10,500
55.	For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600
56.	For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	44,800
57.	To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of.....	70,000
58.	To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of....	320,000
59.	For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward; a subsidy of.....	217,600
60.	To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
61.	For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	140,800

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

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“ Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine.”

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

- 62.** For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
- 63.** For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montréal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
- 64.** The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter :—

“ If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*) :—

65.	For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000
66.	For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
67.	To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indian town, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000
68.	To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
69.	To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	118,400
70.	To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	179,200
71.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
72.	For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
73.	For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	108,800
74.	For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
75.	For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000

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76.	For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400
77.	For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
78.	To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole	361,270
79.	For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argen-teuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
80.	To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
81.	For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
82.	To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile).....	186,295
83.	To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
84.	For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of.....	6,000
85.	To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
86.	For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
87.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
88.	For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
89.	For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
90.	For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400

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91.

For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.

\$19,200

92.

For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....

70,400

93.

To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole.....

11,900

94.

To the Napanec, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of.....

70,000

95.

To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of.....

15,000

“The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively ; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make ; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister : Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements; and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1837 (*Assented to 23rd June, 1887*).

96.

To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....

\$ 38,400
97.

To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....

96,000
98.

To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....

16,000

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99.	To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
100.	To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,000
101.	To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400
102.	To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
103.	To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
104.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagersville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
105.	To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
106.	To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
107.	To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	12,800
108.	To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
109.	To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
110.	To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of.....	20,000
111.	For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
112.	To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
113.	To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000

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|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 114. | To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$96,000 |
| 115. | To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 116. | To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole.. | 32,000 |
| 117. | To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of..... | 217,600 |
| 118. | To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 119. | To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of..... | 12,400 |
| 120. | To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 121. | To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 17,600 |
| 122. | To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 33,600 |
| 123. | To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 6,400 |
| 124. | To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 44,800 |

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- 125.** To the Montreal and Champlain Junction Railway Company, a subsidy of..... \$ 64,000
- 126.** To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... 28,800
- 127.** To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 96,000
- 128.** To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 41,600
- 129.** To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 108,800
- 130.** To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of..... 89,600
- 131.** For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 64,000
- 132.** For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed..... 180,000
- 133.** To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding..... 118,400

“For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the

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St. Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 134. To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 70,400 00 |
| 135. To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 147,200 00 |
| 136. To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 00 |
| 137. To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... | 32,000 00 |
| 138. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole..... | 41,100 00 |
| 139. To the Port Arthur, Duluth and Western Railway Company, for 84 $\frac{3}{4}$ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 271,200 00 |
| 140. To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 96,000 00 |

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- 141.** To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... \$100,000 00
- 142.** To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of 288,000 00
- 143.** To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for..... 83,612 54
- 144.** To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for 44,252 82
- 145.** To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 58,334 27
- 146.** To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 4,335 00
- 147.** To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 11,964 66
- 148.** To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 14,665 45

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- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... \$24,439 84

"All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized."

By the Act 52 Vic., chap. 3, 1889. (*Assented to 2nd May, 1889*):—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00
- 157.** To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole 31,771 43
- 158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole 244,500 00

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- 159.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole..... \$145,000 00
- 160.** To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole.. 35,000 00
- 161.** For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... 16,000 00
- 162.** To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole..... 375,000 00
- 163.** To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... 19,200 00
- 164.** To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... 96,000 00
- 165.** To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole..... 30,000 00
- 166.** To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... 32,000 00
- 167.** For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... 163,200 00
- 168.** To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 3,200 00
- 169.** To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 48,000 00
- 170.** To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 48,000 00

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171.	To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
172.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
173.	For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
174.	To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
175.	To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400 00
176.	To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
177.	To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
178.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
179.	To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
180.	To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
181.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
182.	To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400 00

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- 183.** For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
- 184.** To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

“ So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

“ The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“ And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight.”

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

- 185.** In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

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for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say :—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point ; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion : Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 (*Assented to 16th May, 1890*) :—

186.	To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	\$ 96,000
187.	To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	35,200
188.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole...	600
189.	For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
190.	To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	44,800
191.	To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	166,400
192.	To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
193.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....	83,000
194.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
195.	To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
196.	To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000

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197.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 51,200
198.	To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
199.	To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
200.	To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
201.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
202.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
203.	To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204.	For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205.	To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400
206.	To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

"Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3

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“Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid.”

207.	For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
208.	To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.....	50,000
209.	To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole.....	3,840
210.	For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
211.	To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	24,000
212.	To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
213.	To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed.....	37,500
214.	To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
215.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
216.	To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
217.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
218.	To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
219.	To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,	

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near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....		\$288,000
220.	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.....	68,400
221.	For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
222.	To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.....	112,000
223.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
224.	For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
225.	To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
226.	To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
227.	For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	35,200
228.	To the Orford Mountain Railway Company, for thirty one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200
229.	For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,

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including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

“The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines.”

By the special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*):—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*):—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

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	remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole.....	\$ 28,100 00
232.	To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	5,250 00
233.	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
234.	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
235.	To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
236.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
237.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	46,040 00
238.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth, Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole....	89,600 00
239.	To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of.....	179,200 00

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“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles ; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited ; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

“ Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council ; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows : on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

“ Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*):—

241.	To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$224,000 00
242.	To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole.	264,000 00
243.	To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	80,000 00
244.	To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600 00
245.	To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	67,200 00
246.	To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000 00
247.	To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of.	15,100 00
248.	To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole.	35,480 00
249.	To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	60,800 00

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250.	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400 00
251.	To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole.....	80,000 00
252.	To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake	80,000 00
253.	To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000 00
254.	To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
255.	To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	21,600 00
256.	To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	9,600 00
257.	For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000 00
258.	To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	156,800 00
259.	To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbelton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
260.	For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
261.	For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	25,600 00
262.	For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00

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- 263.** To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 264.** To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of..... 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

- 265.** To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed \$108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of \$108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.

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266.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$64,000 00
267.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole.....	96,800 00
268.	To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	40,000 00
269.	To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	44,000 00
Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway.		
270.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$96,000 00
271.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
272.	For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	240,000 00
273.	To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole.....	64,000 00
274.	To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00

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275.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000 00
276.	To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
277.	To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400 00
278.	To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	112,000 00
279.	To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole.....	21,600 00
280.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
281.	To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200 00
282.	To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole.....	63,000 00
283.	To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200 00
284.	To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600 00
285.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
286.	To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on	

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	the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 80,000 00
287.	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000 00
288.	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	172,400 00
289.	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
290.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600 00
291.	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole.....	114,125 00
292.	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole.....	14,720 00
293.	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,024 00

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated

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Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines."

294. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

295. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 296. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| 297. To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 00 |
| 298. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 00 |
| 299. To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between | |

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	Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
300.	To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.....	81,040 00
301.	To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	145,000 00
302.	To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole.....	3,500 00
303.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200 00
304.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..	30,400 00
305.	To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	89,248 00
306.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
307.	To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole.....	4,500 00
308.	To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole.....	25,600 00
309.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific	

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	Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000 00
310.	To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
311.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
312.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	97,600 00
313.	To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.....	20,000 00
314.	To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

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in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

“(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

“(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the “ Town ” or “ Northern ” section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the “ Lake ” section of the said railway.”

By the Act 57-58 Vic., cap. 4, 1894. (*Assented to, 23rd July, 1894*) :—

315.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000
316.	To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding	86,800
317.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	51,200
318.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole	4,790
319.	To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
320.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile ; the whole not exceeding.....	118,400
321.	Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of.....	288,000

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- 322.** To the Philipsburg Junction Railway and Quarry Company, for $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 2,912
- 323.** To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 23,600
- 324.** To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding..... 274,940
- 325.** For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 25,600
- 326.** For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 57,600
- 327.** For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
- 328.** For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 38,400
- 329.** To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole..... 41,100

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330.	To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of $7\frac{1}{2}$ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 24,000
331.	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	73,172
332.	To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,046
333.	For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
334.	For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
335.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding \$3,200 per mile nor exceeding in the whole.....	83,200
336.	For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding.....	300,000
337.	To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	217,000
338.	To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
339.	To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000

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340.	For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 160,000
341.	To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
342.	To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
343.	To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole... ..	32,000
344.	To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400
345.	To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
346.	To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
347.	To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding \$3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	44,800
348.	To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	73,600
349.	To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
350.	To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding \$3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	32,000
351.	For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
352.	To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000

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353.	To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000
354.	To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
355.	Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole.....	50,000
356.	To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding \$3,200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3 200 per mile; the whole not exceeding	113,600
357.	For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
358.	To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	320,000
359.	For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
360.	For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200
361.	To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
362.	To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	121,600
363.	To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
364.	To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	16,000 00
365.	To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	112,000 00
366.	To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00

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367.	For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 64,000 00
368.	For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000 00
369.	For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	9,600 00
370.	To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding.....	3,200 00
371.	To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
372.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
373.	To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
374.	For a railway from a point on the Caraquet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

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subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage subsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

No subsidies were authorized by 58-59 Vict. (1895), nor by 59 Vict. (1896).

By the Act 60-61, chapter 4, 1897 (*Assented to 29th June, 1897*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and includes the amount expended upon any bridge up to and not exceeding twenty-five thousand dollars, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 375.** To the Ottawa and New York Railway Company, for $53\frac{87}{100}$ miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by chapter 5 of the statutes of 1892;
- 376.** To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston, or a junction with the Grand Trunk Railway at Rideau or some other point near Kingston, to Ottawa, in lieu of the subsidy granted by chapter 5 of 1892;
- 377.** For a railway from a point on the Canadian Pacific Railway, at or near either Wel-ford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;
- 378.** To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;
- 379.** To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;
- 380.** To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;
- 381.** To the St. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Energie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 382.** To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;

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- 383.** To the Gulf Shore Railway Company, for $5\frac{1}{2}$ miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick ;
- 384.** For a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, New Brunswick, a distance of 20 miles, commencing at Campbellton, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 385.** To the Pontiac Pacific Junction Railway Company, for $7\frac{1}{2}$ miles of their railway from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890 ;
- 386.** To the Schomberg and Aurora Railway Company, for 15 miles of their railway from a point on the Grand Trunk Railway between King and Newmarket to Schomberg, in the province of Ontario ;
- 387.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for $3\frac{50}{100}$ miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.
- 388.** To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island ;
- 389.** To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario ;
- 390.** To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario ;
- 391.** To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy ;
- 392.** To the Phillipsburg Railway and Quarry Company, for $1\frac{66}{100}$ mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg ;
- 393.** To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec ;
- 394.** To the St. Lawrence and Adirondack Railway Company, for $13\frac{1}{2}$ miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec ;
- 395.** To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec ;
- 396.** To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac ;
- 397.** For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles ;
- 398.** To the St. Stephens and Milltown Railway Company, for $1\frac{14}{100}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
- 399.** For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
- 400.** For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 401.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 402.** For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
- 403.** To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
- 404.** For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles ;

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405. To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario ;
406. To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

3. The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say :—

407. To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$ 182,400 00
408. To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding..... 114,272 00
409. To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 35,872 00
410. To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding..... 300,000 00
411. To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding \$2,000 per mile, nor exceeding in the whole..... 66,000 00
412. To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway ; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 16,000 00
413. To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding..... 52,500 00
414. For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding..... 112,500 00

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and

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upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of \$3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. (*Assented to 29th June, 1897.*)

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line,") to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say:—

On the part of the company:

(a.) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever;

(b.) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town;

(c.) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid;

(d.) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort

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William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely :—

- Upon all green and fresh fruits, 33½ per cent ;
- Coal oil, 20 per cent ;
- Cordage and binder twine, 10 per cent ;
- Agricultural implements of all kinds, set up or in parts, 10 per cent ;
- Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;
- All kinds of wire, 10 per cent ;
- Window glass, 10 per cent ;
- Paper for building and roofing purposes, 10 per cent ;
- Roofing felt, box and packing, 10 per cent ;
- Paints of all kinds and oils, 10 per cent ;
- Live stock, 10 per cent ;
- Wooden ware, 10 per cent ;
- Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(e.) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner :—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(f.) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(g.) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(h.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :

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(i.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

3. In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

By the Act 62-63 Vic., chapter 7 (*Assented to 11th August, 1899*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

415. To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Coe Hill or Rathbun Station on the company's railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 5 of 1892;

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- 416.** To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding $53\frac{1}{2}$ miles ; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding $6\frac{1}{2}$ miles.
- 417.** To the Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the government wharf at Phillipsburg, Quebec, not exceeding $\frac{66}{100}$ of a mile ;
- 418.** To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 419.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles ;
- 420.** For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles ;
- 421.** For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 422.** For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 423.** For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles ;
- 424.** For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Île aux Noix, not exceeding 19 miles ;
- 425.** For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.
- 426.** To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 427.** To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 428.** To the Orford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles ;
- 429.** To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspébiac, Quebec, not exceeding 30 miles ;
- 430.** To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel, $6\frac{1}{2}$ miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding $7\frac{1}{2}$ miles.
- 431.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 432.** For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles ;
- 433.** The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act ; not exceeding in all \$512,000.

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- 434.** To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000 ;
- 435.** To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894 ;
- 436.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles ;
- 437.** For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles ;
- 438.** For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles ;
- 439.** For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles ;
- 440.** For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles ;
- 441.** To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles ;
- 442.** To the Massawippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding $2\frac{1}{2}$ miles ;
- 443.** For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles ;
- 444.** For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles ;
- 445.** To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles ;
- 446.** To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-west Territories, not exceeding 100 miles ;
- 447.** For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles ;
- 448.** For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles ;
- 449.** For a railway from Port Clyde towards Lockeport, in the province of Nova Scotia, not exceeding 20 miles ;
- 450.** For a railway from a point on the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles ;
- 451.** For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nominingue, via Notre Dame de l'Annonciation, a distance not exceeding 22 miles ;
- 452.** For a railway from Owen Sound, in the province of Ontario, to Meaford, not exceeding 21 miles ;
- 453.** To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles ;

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- 454.** To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ;
- 455.** To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-west Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;
- 456.** To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls, or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles ; in all not exceeding 27 miles ;
- 457.** For a railway in extension of the St. Francis branch of the Temiscouata Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ;
- 458.** To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to complete the connection from Nelson to such main line, not exceeding in the whole $2\frac{1}{4}$ miles ;
- 459.** To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles ; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 460.** To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles ; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 461.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles ;
- 462.** For a line of railway from Paspebiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;
- 463.** To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles ; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;
- 464.** To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;

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465. For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

466. The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole	\$ 896,000 00
467. To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done...	1,000,000 00
468. To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec.....	50,000 00
469. Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding.....	35,000 00
470. Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding...	50,000 00
471. Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding....	15,000 00
472. To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding.....	33,750 00
473. To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding.....	16,425 00
474. Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding	15,000 00
475. Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding.....	15,000 00

4. The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament ; nor shall any of the said railways be leased to or operated by any other company ; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company ; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

5. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of

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which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

7. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect to which it is hereinbefore otherwise provided.

8. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and in case of disagreement, then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

By the Act 63-64 Vic., chapter 8 (*Assented to July 18, 1900*).

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his

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opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

476. For a railway from a point at or near the junction of the Irondale, Bancroft and Ottawa Railway and the Grand Trunk Railway to the village of Minden, in the county of Haliburton, Ontario, not exceeding 12 miles.
477. To the Strathroy and Western Counties Railway Company, for a railway commencing at a point at or near Caradoc station, on the Canadian Pacific Railway, and extending to the town of Strathroy, Ontario, not exceeding 7 miles.
478. For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, Ontario, for the further extension of such railway westerly from the western terminus of the 20 miles subsidized by chapter 4 of 1897, for a distance not exceeding 20 miles.
479. To the Algoma Central Railway Company for 25 miles of its line of railway from its terminus at Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, and for a further extension of this company's line of railway from Sault Ste. Marie towards Michipicoten River and Harbour, Ontario, towards the main line of the Canadian Pacific Railway, 25 miles in all, not exceeding 50 miles.
480. To the Central Ontario Railway Company, for a further extension of their railway from, at or near Bancroft to a point on the Canada Atlantic Railway between Whitney and Barry's Bay, Ontario, not exceeding 20 miles.
481. To the Manitoulin and North Shore Railway Company, for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, on the Canadian Pacific Railway, the company undertaking to bridge between Little Current and the main land, the bridge to be so constructed and maintained as to afford suitable facilities, in the opinion of the Minister of Railways and Canals, for free vehicular and passenger traffic, the same as upon a public highway, the work to be begun and prosecuted from Little Current and Sudbury, one-half of the subsidy to be applicable, as earned, in respect of the work beginning at Little Current and carried on towards Sudbury, and one-half thereof to be applicable, as earned, in respect of the work beginning at Sudbury and carried on towards Little Current, the course of the line of railway to cross the Sault Ste. Marie branch of the Canadian Pacific Railway, not exceeding 66 miles.
482. For a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, not exceeding 15 miles.
483. For a railway beginning at a point northerly 20 miles from Parry Sound, and extending from that point to the French River, Ontario, not exceeding 35 miles.
484. For a railway from a point 20 miles north-easterly from the village of Haliburton, via the village of Whitney, towards the village of Mattawa, Ontario, not exceeding 40 miles.
485. To the Kingston and Pembroke Railway Company, for a branch line of railway to iron mines in Bedford township, Ontario, not exceeding 12 miles.
486. To the Thousand Islands Railway Company for an extension of their railway from the present northerly terminus to a point easterly thereof, not exceeding 2 miles;

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And also for an extension from a point on the railway to connect their railway with the Brockville, Westport and Sault Ste. Marie Railway, the Bay of Quinté Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, the balance remaining of the subsidy granted by chapter 5 of 1892, not exceeding $9\frac{1}{2}$ miles.

- 487.** For a railway from Dymont, on the Canadian Pacific Railway, to the New Klondike mining district, Ontario, not exceeding 7 miles.
- 488.** To the Schomberg and Aurora Railway Company, for an extension of their line from its easterly terminus to a point at or near Bond's Lake, Ontario, not exceeding 4 miles.
- 489.** To the Nipissing and James Bay Railway Company, for a railway from, at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, or Lake Tamagaming, Ontario, not exceeding 20 miles.
- 490.** In aid of the Ottawa and New York Railway Company's bridge over the St. Lawrence River, and for the Canadian portion of such bridge, a sum not exceeding \$90,000.
- 491.** To the Grand Trunk Railway Company of Canada, towards the cost of the rebuilding and enlargement of the Victoria Bridge over the St. Lawrence River, Quebec, in addition to the amount received by the company on account of the subsidy granted by chapter 4 of 1897, viz: \$270,000, to make up the grant in aid of the undertaking to \$500,000, upon condition that the tolls upon the bridge for passenger and vehicular traffic shall be subject to the approval of the Governor in Council, a sum not exceeding \$230,000.
- 492.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa, Ontario, and the city of Hull, Quebec, upon condition that the bridge be so constructed as to provide suitable facilities, to the satisfaction of the Minister of Railways and Canals, for free vehicular and foot passenger traffic, the same as upon a public highway, in addition to the \$112,500 already granted,—and, notwithstanding anything in the said Act, the subsidy hereby granted, together with the grant of \$112,500 under chapter 4 of 1897, shall be paid upon the completion of the bridge and its approaches, upon the Chief Engineer's report of such completion, and the recommendation of the Minister,—a sum not exceeding \$100,000.
- 493.** To the Canadian Northern Railway Company, in further extension of their railway north of Swan River towards Prince Albert, North-west Territories, in addition to the grant by chapter 7 of 1899, a further mileage not exceeding 100 miles.
- 494.** For a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, further westward, not exceeding 20 miles.
- 495.** For a railway from a point on the Alberta Railway and Coal Company's Railway towards Cardston, Alberta, N.W.T., for 30 miles of railway at \$2,500 per mile.
- 496.** To the Kaslo and Lardo-Duncan Railway Company, for a railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, not exceeding 30 miles.
- 497.** To the Restigouche and Western Railway Company, for the company's railway, in addition to the 15 miles subsidized by chapter 7 of 1899, on the easterly section of the line, and in continuation from the westerly end of the said 15 miles, a further distance of 15 miles towards the St. John River; and for the said railway, in addition to the 12 miles subsidized by the said chapter on the westerly section of the said line, a further distance from the easterly end thereof of 15 miles, towards Campbellton, N.B., not exceeding 30 miles.
- 498.** For a line of railway from St. Charles Junction on the Intercolonial Railway towards the St. Francis branch of the Temiscouata Railway, Quebec, not exceeding 45 miles, and from the mouth of the St. Francis River, N.B., westerly towards St. Charles Junction, 15 miles, in all not exceeding 60 miles.
- 499.** For a line of railway from Bristol, in the county of Carleton, New Brunswick, on the Canadian Pacific Railway, easterly, a distance not exceeding 17 miles.

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- 500.** For a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.
- 501.** For a railway from Lockeport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.
- 502.** To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.
- 503.** For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.
- 504.** For a railway from a point on the Intercolonial Railway, Pictou branch, to Kempt Town, county of Colchester, Nova Scotia, not exceeding $4\frac{1}{2}$ miles.
- 505.** For a railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, not exceeding 11 miles.
- 506.** To the Montfort and Gatineau Colonization Railway Company, to enable it to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, province of Quebec, not exceeding 30 miles.
- 507.** To the Chateauguay and Northern Railway Company, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway, in or near the town of Joliette, passing near the town of L'Assomption, Quebec, together with a spur into the said town, not exceeding 42 miles.
- 508.** To the Chateauguay and Northern Railway Company, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular and foot passenger traffic, the same as upon a public highway, from Bout L'Isle to Charlemagne, at the junction of the Ottawa and St. Lawrence rivers, \$150,000.
- 509.** To the Chateauguay and Northern Railway Company, towards the construction of a bridge across the Lac Ouareau River, \$15,000.
- 510.** To the Arthabaska Railway Company, for a railway from Victoriaville to West Chester, province of Quebec, a distance not exceeding 12 miles.
- 511.** To the Great Northern Railway Company, for a branch line from the town or from near the town of Joliette towards Ste. Emélie, touching the parishes of Ste. Beatrix and Ste. Jean de Matha, not exceeding 20 miles.
- 512.** For a railway from Farnham, province of Quebec, to Frelighsburg and the International Boundary Line, not exceeding 21 miles.
- 513.** Towards the construction of a railway bridge over the St. Francis River, in lieu of the grant under chapter 7 of 1899, at St. François du Lac, on the condition that the bridge, with approaches, be built so as to allow the municipalities to make use thereof, to establish and maintain a suitable roadway for the free passage of foot passengers, vehicles and animals, to be approved by the Minister of Railways and Canals, \$50,000.
- 514.** Towards the construction of a railway bridge over the Nicolet River at Nicolet, in lieu of the grant under chapter 7 of 1899, \$15,000.
- 515.** For a line of railway from Halifax towards a point on the Central Railway of Nova Scotia, in the county of Lunenburg, in addition to and in extension of the 20 miles subsidized by chapter 7 of 1899, not exceeding 20 miles.

3. The subsidies hereby granted and any subsidies heretofore granted under any Act of the Parliament of Canada, still in force, but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless in this Act otherwise expressly provided, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :

(a) upon the completion of the work subsidized ; or

(b.) by instalments on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken : or

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(c.) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars; or

(d.) with respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the government, which agreement the government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

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9. Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

10. The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied, in respect of such work and material, and the remaining one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile;—

516. For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.

517. To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.

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- 518.** To the Montreal and Province Line Railway Company, for a line of railway from Farnham, Quebec, to Frelighsburg, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 37, not exceeding 19 miles.
- 519.** For a line of railway from a point on the Intercolonial Railway at or near Windsor Junction to Upper Musquodoboit, in lieu of 1897, cap. 4, sec. 2, paragraph 23, not exceeding 40 miles.
- 520.** For a line of railway from Pubnico, Nova Scotia, to Port Clyde or Clyde River, in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 2, paragraph 29, not exceeding 31 miles.
- 521.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from the western terminus of the 20 miles subsidized by 1899, cap. 7, sec. 2, paragraph 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2 paragraph 3; also from the terminus of previously subsidized lines at a point about 40 miles west of Golden Lake, westerly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles.
- 522.** For a line of railway from Chipman Station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 31, not exceeding 45 miles.
- 523.** To the Inverness and Richmond Railway Company, for a line of railway from a point at or near Point Tupper on the Intercolonial Railway, to Broad Cove and Cheticamp, Nova Scotia, in lieu of the subsidies granted by 1897, cap. 4, 1899, cap. 7, sec. 2, paragraph 29, and 1900, cap. 8, sec. 2, paragraph 27, not exceeding 98 miles.
- 524.** For a line of railway from Caplin to Paspébiac, Quebec, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company, and to contain the conditions that the subsidy when earned shall be paid in the following manner:—
- 1st. To the Hamilton Bridge Works Company in payment for bridge superstructures on the said section of railway, when furnished and erected by that company, not to exceed \$35,000;
- 2nd. For the completion of the road-bed and works incidental thereto;
- 3rd. Towards payment of overdue balances, pro rata, in settlement of claims for labour, boarding-house claims, and material and supplies furnished in connection with the construction of the said section of railway; in all not exceeding 30 miles.
- 525.** To the Schomberg and Aurora Railway Company, for a line of railway from a point on the Grand Trunk Railway between King and Newmarket, Ontario, to Schomberg, in lieu of the subsidy granted by 1897, cap. 4, not exceeding 15 miles.
- 526.** To the Ottawa and Gatineau Railway Company, for a line of railway from the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 5, not exceeding 20 miles.
- 527.** To the Restigouche and Western Railway Company, for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 10, not exceeding 20 miles.
- 528.** To the Pontiac Pacific Junction Railway Company, for 36 miles of its railway from a point at or near Shawville, crossing the Ottawa River via Calumet Island to Pembroke, including the bridging of both channels of the Ottawa River at Calumet Island, 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 3, paragraph 2, not exceeding \$115,200.
- 529.** To the Manitoulin and North Shore Railway Company, for its line of railway, from a point on its line of railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Railway, at or

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near Goulais River, in addition to and in further extension of its railway subsidized by 1900, cap. 8, sec. 2, paragraph 6, an additional mileage not exceeding 130 miles.

- 530.** For a line of railway from Grandique Ferry, Nova Scotia, to Arichat, not exceeding 8 miles.
- 531.** To the Central Ontario Railway Company, for a further extension of its line of railway, subsidized by 1900, cap. 8, sec. 2, paragraph 5, northward, to a junction with the Canada Atlantic Railway, at or near Whitney, Ontario, not exceeding 20 miles.
- 532.** To the Kingston and Pembroke Railway Company, for a line of railway from a point at or near Sharbot Lake, Ontario, via Lanark, to Carleton Place, not exceeding 41 miles.
- 533.** To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.
- 534.** For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.
- 535.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.
- 536.** For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.
- 537.** For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.
- 538.** For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.
- 539.** For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.
- 540.** For a line of railway from Roberval, Quebec, westward towards James Bay, not exceeding 60 miles.
- 541.** For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.
- 542.** To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.
- 543.** For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

3. The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

4. The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the

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Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or

(d.) with respect to (b.) and (c.), part one way, part the other.

5. The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapiatae, not exceeding 33 miles ; the second section beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, in the township of Baldwin, on the Canadian Pacific Railway, not exceeding 31 miles ; subject, however, to the company carrying out the undertakings contained in paragraph 6 of section 2 of chapter 8 of the statutes of 1900.

6. The subsidies hereinbefore authorized to be granted to companies named, shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1901, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed upon a location, and according to descriptions, conditions, and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make.

7. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights, as will afford to all railways connecting with those so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the Government of Canada shall

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be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

By the Act 3rd Edward VII., chap. 57 (assented to 24th October, 1903.)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 544.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from the present terminus at Ingersoll to Woodstock, not exceeding 9 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1899.
- 545.** To the Lindsay, Bobcaygeon and Pontypool Railway Company, for a line of railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chapter 7 of 1899.
- 546.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, not exceeding 51 miles, in lieu of the subsidy granted by item 6 of section 2 of chapter 7, 1901.
- 547.** To the Central Ontario Railway, for a further extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of the subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

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- 548.** To the Strathroy and Western Counties Railway Company, for a line of railway from a point at Lambeth to Strathroy, via the villages of Delaware, Mount Brydges and Caradoc Station on the Canadian Pacific Railway, and from Strathroy northerly to Forest, Thedford or Parkhill, not exceeding in all 31 miles, in lieu of subsidies granted by item 4 of section 2 of chapter 7, 1899, and item 2 of section 2 of chapter 8 of 1900, respectively.
- 549.** To the Montfort and Gatineau Colonization Railway Company, to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of the subsidy granted by item 31 of section 2 of chapter 8 of 1900.
- 550.** For a line of railway from Jonquières to La Baie des Ha Ha, not exceeding 20 miles, in lieu of the subsidy of 12 miles granted by item 21 of section 2 of chapter 7 of 1899.
- 551.** For a line of railway from Lime Ridge northerly through the county of Wolfe in the county of Megantic, not exceeding 50 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 552.** For a line of railway from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.
- 553.** For a line of railway from St. Eustache to St. Placide in the county of Two Mountains, not to exceed 18 miles; from St. Eustache to Sault au Recollet, 12 miles; and from St. Placide to St. Andrews, 8 miles—not exceeding in all 38 miles; being a revote of subsidies granted by chapter 24 of 1887 and chapter 5 of 1892, respectively.
- 554.** For a line of railway from Roberval westward towards James Bay, not exceeding 60 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 7 of 1901.
- 556.** For a line of railway from Yamaska to Lotbinière, a distance not exceeding 70 miles, in lieu of the subsidy granted by item 27 of section 2 of chapter 7 of 1899.
- 557.** To the Ottawa, Northern and Western Railway Company, for that portion of its line from a point at the east end of the Hull station yard of the Canadian Pacific Railway to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile; in lieu of any balance of mileage subsidized by items 12 and 39 respectively of section 2 of chapter 7 of 1899.
- 558.** To the International Railway Company of New Brunswick (formerly the Restigouche and Western Railway Company), for a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote, and in lieu of subsidies granted by chapter 4 of 1897, item 42 of section 2 of chapter 7 of 1899, and item 22 of section 2 of chapter 8 of 1900.
- 559.** For a line of railway from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 560.** To the St. John Valley Railway Company, for a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.
- 561.** To the Shediac and Coast Railway Company, for a line of railway from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland County, not exceeding 38 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 8 of 1900.

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- 562.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from Mabou Coal Mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.
- 563.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from New Glasgow to Cross Roads, Country Harbour, thence to the town of Guysborough, and thence to the Strait of Canso; with a branch from Cross Roads, Country Harbour, aforesaid, down the Country Harbour River to the Deep Waters thereof, not exceeding 116 miles; in lieu of subsidies for 40 and 80 miles granted by items 4 and 1, respectively, of section 2 of chapter 7 of 1901.
- 564.** For a line of railway from Debert Station on the Intercolonial Railway to Debert Coal Mine, not exceeding $4\frac{1}{2}$ miles, in lieu of the subsidy granted by item 29 of section 2 of chapter 8 of 1900.
- 565.** For a line of railway from a point on the Joggins Railway near River Hebert Railway Bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.
- 566.** To the Middleton and Victoria Beach Railway Company, Limited, for a line of railway from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by item 28 of section 2 of chapter 8 of 1900, and by item 21 of section 2 of chapter 7 of 1901.
- 567.** To the Halifax and South-western Railway Company, for the following lines of railway:—
- (a.) A line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 68 miles.
 - (b.) A line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 77 miles.
 - (c.) A line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles.
 - (d.) A line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles.
- The subsidies to the said lines of railway being granted in lieu of subsidies granted by items 17, 18, 35 and 36 of section 2 of chapter 7, 1899 by items 26 and 40 of section 2 of chapter 8 of 1900, and items 5 and 23 of section 2 of chapter 7 of 1901, respectively.
- 568.** To the Inverness Railway and Coal Company, formerly the Inverness and Richmond Railway Company, Limited, for 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.
- 569.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government pier on the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by item 19 of section 2 of chapter 7 of 1901.
- 570.** To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.
- 571.** For a line of railway from Winnipeg Beach or Teulon to a point on Icelandic River, by way of Gimli, not exceeding 35 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1901.

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- 572.** To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of the subsidy granted by item 41 of section 2 of chapter 7 of 1899.
- 573.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton to Woodstock, not exceeding 59 miles, in lieu of the subsidy granted by item 5 of section 2 of chapter 7 of 1899.
- 574.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles, in lieu of the subsidy granted by item 22 of section 2 of chapter 7 of 1899.
- 575.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, not exceeding 35 miles, being in addition to and continuation of the 9 miles mentioned in item 1 of this section (544).
- 576.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the present terminus of its railway, near Baptiste, easterly to a point at or near Renfrew, not exceeding 75 miles.
- 577.** To the Nepigon Railway Company, for a line of railway from Lake Superior to Lake Nepigon, and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.
- 578.** To the Manitoulin and North Shore Railway Company, for a line of railway from Little Current on its present line, to Sudbury, and thence towards the main line of the Canadian Pacific Railway Company, not exceeding 30 miles, in lieu of the subsidy for 21 miles granted by item 38 of section 2 of chapter 7 of 1899.
- 579.** To the Thunder Bay, Nepigon and St. Joe Railway Company, for a line of railway from Port Arthur north-easterly, not exceeding 50 miles.
- 580.** To the Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls in a north-westerly direction to a point on the westerly shore of Lake Timagami in the district of Nipissing, not exceeding 50 miles.
- 581.** To the Bay of Quinté Railway Company, for further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction, via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings County, not exceeding 20 miles in all.
- 582.** To the Bruce Mines and Algoma Railway Company, for 21 miles from the end of its line, as subsidized by chapter 7 of 1901, northward, not exceeding 21 miles.
- 583.** To the James Bay Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles, respectively, from Parry Sound towards James Bay.
- 584.** To the Quebec and Lake St. John Railway Company, for one mile of railway from Roberval to the Government wharf at Lake St. John.
- 585.** To the Montfort and Gatineau Colonization Railway Company, for the extension of its line of railway from Morin Flats to St. Jerome, to connect with the Great Northern Railway, not exceeding 22 miles.
- 586.** To the Interprovincial and James Bay Railway Company, for a line of railway from Lake Timiskaming at the present terminus of the Canadian Pacific Railway line, in a northerly direction, not to exceed 50 miles.
- 587.** For a line of railway from Waltham Station to Ferguson Point, in the county of Pontiac, not exceeding 20 miles.
- 588.** For a line of railway from Lake Nominigou to Le Lièvre, not exceeding 35 miles.

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- 589.** For a line of railway in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.
- 590.** To the Quebec Central Railway Company, for an extension of its line of railway from St. François to St. George, not exceeding 9 miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.
- 591.** For a line of railway from the station of Lac Bouchette on the Quebec and Lake St. John Railway to St. André, not exceeding 13 miles.
- 592.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, not exceeding 200 miles.
- 593.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.
- 594.** To the Orford Mountain Railway Company, for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton, east part, and the township of Potton, 12 miles—not exceeding in the whole 27 miles.
- 595.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscau on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.
- 596.** For a line of railway, in addition to and in extension of the line mentioned in item 11 (554) of this section, from Roberval towards James Bay, not exceeding 40 miles.
- 597.** For a branch line from a point near the bridge at Trois Pistoles River on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, on the Trois Pistoles River, not exceeding $2\frac{1}{2}$ miles.
- 598.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.
- 599.** To the Chateauguay and Northern Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan to the village of Rawdon, not exceeding 16 miles.
- 600.** For a line of railway from the line of the Montreal and Atlantic Railway Company at St. Guillaume to the River Yamaska to join with the South Shore Railway, a distance not exceeding 12 miles.
- 601.** For a line of railway from La Tuque on the St. Maurice River to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.
- 602.** To the Montreal Northern Railway Company, for a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.
- 603.** To the International Railway Company of New Brunswick, for a line of railway, in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John River between Grand Falls and Edmundston, not exceeding 33 miles.
- 604.** To the Beersville Coal and Railway Company, for a line of railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.

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- 605.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.
- 606.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mine Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.
- 607.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.
- 608.** To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.
- 609.** For a line of railway from St. Peters to Louisburg, not exceeding 50 miles.
- 610.** To the Koetenay Central Railway Company, for a line of railway from Golden to the International Boundary Line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.
- 611.** To the Kettle River Valley Railway Company, for a line of railway from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.
- 612.** For a line of railway from Wellington to Union Bay, not exceeding 55 miles.
- 613.** For a line of railway from Midway to Vernon, not exceeding 150 miles.
- 614.** To the St. Mary's River Railway Company, for a line of railway from Spring Coulee, crossing St. Mary's River to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.
- 615.** For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, not exceeding 84 miles.
- 616.** To the Canadian Pacific Railway Company, for a branch line from a point on the main line between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.
- 617.** For a line of railway from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of the fourth principal meridian, not exceeding 8 miles.
- 618.** To the Great Northern Railway of Canada, for a line of railway from Garneau Junction to the Quebec bridge, not exceeding 70 miles.
- 619.** To the Halifax and South-western Railway Company, for a line of railway to Barrington Passage, in addition to and in continuation of the 77 miles mentioned in paragraph (b) of item 23 (567) of this section, not exceeding 35 miles.
- 620.** To the Lake Superior, Long Lake and Albany Railway Company, for a line of railway from Peninsula Harbour in a northerly direction, not exceeding 10 miles.
- 621.** To the Cumberland Railway and Coal Company, for a line of railway from Parrsboro' Station to Riverside Wharf, not exceeding 1 mile.
- 622.** To the Indian River Railway Company, for a line of railway from a point at or near the north end of Lake Megantic, thence southerly along the said lake to a point on the International Boundary, not exceeding 19 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say :—

623. Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the grant under item 39 of section 2 of chapter 8 of 1900, \$15,000.

624. Towards the construction of the steel superstructure of a railway bridge on the St. Francis River, in the county of Yamaska, in lieu of the grant under item 38 of section 2 of chapter 8 of 1900, but subject to the same conditions as expressed therein, payable to the Canadian Bridge Company of Walkerville, as their claim may appear for work already done on the said bridge, \$50,000.

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625. To the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis River subsidized in favour of the South Shore Railway Company by section 3 of chapter 7 of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the Treasury out of subsidies earned or to be earned, \$35,000.

626. To the Chateauguay and Northern Railway Company, in addition to the subsidy for the Bout de l'Île bridge granted by item 33 of section 2 of chapter 8 of 1900, \$40,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) with respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively ; all the lines and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1903, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridges so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in

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Council: and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be judge.

By Special Act 4 Edward VII., Chap. 34, 1904.

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, add careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of 50 per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

627. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by item 7 of section 2 of chapter 8 of 1900, not exceeding 14 miles.

628. To the Bruce Mines and Algoma Railway Company, for the following lines of railway:—

(a.) For that portion of its line of railway from Bruce Mines Junction southerly to the town of Bruce Mines, on Lake Huron, a distance not exceeding 3 miles;

(b.) For the 6 miles of railway constructed from Gordon Lake Station, being the end of its line as subsidized by chapter 7 of 1901, northward to Rock Lake, a distance of 6 miles;

(c.) For 12 miles from Rock Lake northward, a distance not exceeding 12 miles;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 38 of section 2 of chapter 67 of 1903, not exceeding 21 miles.

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- 629.** To the Nepigon Railway Company, for the following lines of railway :—
- (a.) From a point at or near Nepigon Station on the line of the Canadian Pacific Railway to Nepigon Lake, not exceeding 30 miles ;
 - (b.) From a point on Nepigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nepigon Railway, not exceeding $3\frac{1}{2}$ miles ;
 - (c.) From a point on the line of the Nepigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding $1\frac{1}{2}$ mile :
 - (d.) From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles ;
- The subsidies to the said lines being granted in lieu of the subsidy granted by item 33 of section 2 of chapter 57 of 1903, not exceeding 80 miles.
- 630.** For the construction of a branch line of railway beginning at the Canadian Pacific Railway Company's main line at St. Philippe d'Argenteuil Station, or at a point between there and Grenville, thence in a northerly direction, in lieu of the subsidy granted by item 49 section 2 of chapter 57 of 1903, not exceeding 3 miles.
- 631.** To the Chateauguay and Northern Railway, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the Town of Joliette, passing at or near the Town of L'Assomption, Quebec, together with a spur line into the said town, in lieu of the subsidy granted by item 32 of section 2 of chapter 8 of 1900, not exceeding 42 miles.
- 632.** To the Great Northern Railway Company of Canada, to enable it to extend its railway from Arundel to a point in the municipality of the united Townships of Preston and Hartwell, Province of Quebec, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 6 of section 2 of chapter 57 of 1903, not exceeding 30 miles.
- 633.** To the Chateauguay and Northern Railway Company, for a branch line from a point on its main line at or near Charlemagne, thence northerly and westerly to a point on the Montford and Gatineau Railway at or near Morin Flats, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 41 of section 2 of chapter 57 of 1903, not exceeding 22 miles.
- 634.** To the Ottawa River Railway Company, for a line of Railway from a point at or near St. Agathe des Monts Station towards the township of Howard in the County of Argenteuil, passing near Lakes St. Joseph and St. Marie, in a southerly direction, in lieu of the subsidy granted to the Montreal Northern Railway Company by item 58 of section 2 of chapter 57 of 1903, not exceeding 15 miles.
- 635.** To the Ottawa River Railway Company, for a line of railway between a point in the Parish of St. Andrews, in the County of Argenteuil, and a point in the Parish of St. Lawrence, in the County of Jacques Cartier, passing through the Parishes of St. Placide, St. Eustache and St. Martin, in lieu of the subsidy granted by item 10 of section 2 of chapter 57 of 1903, not exceeding 38 miles.
- 636.** For a line of railway from Iardo towards Upper Arrow Lake, British Columbia, in lieu of the subsidy granted by item 29 of section 2 of chapter 7 of 1903, not exceeding 30 miles
- 637.** To the Western Alberta Railway Company, from a point on the United States boundary, west of range 27, northwesterly towards Anthracite, in the district of Alberta, in lieu of the subsidy granted by item 40 of section 2 of chapter 7 of 1899, not exceeding 50 miles.

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3. The Governor in Council may grant the subsidy hereinafter mentioned towards the construction of the bridge also hereinafter mentioned, that is to say :—

638. To the Chateauguay and Northern Railway Company, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Ile to Charlemagne at the Junction of the Ottawa and St. Lawrence Rivers, a sum not exceeding \$51,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) Upon the completion of the work subsidized ; or

(b.) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) With respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1904, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridge so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and the bridge hereby subsidized. Provided always that any decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transpor-

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tation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, wherever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under the Act.

8. As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of Government Railways, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Chief Engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c.) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

1. Whenever a contract has been duly entered into with a company for the construction of any line of railway subsidized by either of the Acts mentioned in the preamble, the Minister of Railways and Canals, at the request of the Company and upon the report of the chief engineer of government railways, and his certificate that he has made careful examination of the surveys, plans and profiles of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the probable and reasonable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer,

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and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the chief engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than eighteen thousand dollars per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the Company's contract;

(c.) that in no case shall the subsidy exceed the sum of six thousand four hundred dollars per mile.

2. In construing this Act the word "cost" shall have the meaning assigned to it by the Act authorizing the granting of the subsidy.

By Act, 6 Edward VII, Cap 43, 1906, (assented to 13th July, 1906).

1. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any one case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

639. To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of Railway:—

(a) From Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(b) From a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway, not exceeding 100 miles; and

(c) From a point at or near Sudbury northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies of 64 and 130 miles, granted by chapter 8 of 1900, section 2, item 6, as amended by section 5 of chapter 7 of 1901, and chapter 7 of 1901, section 2, item 14, respectively.

640. To the Algoma Central and Hudson Bay Railway Company for a line of railway from Sault St. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the District of Algoma, not exceeding 200 miles, and, for a line of Railway from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway not exceeding 25 miles; in lieu of the subsidies of 40, 50 and 135 miles granted by chapter 7 of 1899, section 2, item 23, chapter 8 of 1900, section 2, item 4 and chapter 7 of 1901, section 2, item 20, respectively.

641. To the Lotbinière and Megantic Railway Company to extend its railway southerly from a point at or near Lyster in Megantic County to or towards a point at or near Lime Ridge in the Township of Dudswell; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 8, not exceeding 50 miles.

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- 642.** For a line of railway from Lake Nominungue to La Lièvre, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 44, not exceeding 35 miles.
- 643.** For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the County of Halifax, to Guysborough, in the County of Guysborough, with branch lines to a point on the Intercolonial Railway at or near New Glasgow, in the County of Pictou, and also to Country Harbour, in the County of Guysborough, not exceeding in the whole 236 miles in lieu of subsidies of 116 and 120 miles granted by chapter 57 of 1903, section 2, items 19 and 63 respectively.
- 644.** For a line of railway from Wellington to Union Bay, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 68, not exceeding 55 miles.
- 645.** For a line of railway from a point at or near Sharbot Lake or Bathurst Station, in the Province of Ontario, or between those points via Lanark Village to Carleton Place, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 17, not exceeding 41 miles.
- 646.** For a line of railway from Cape Tourmente towards Murray Bay, in lieu of the subsidy granted by chapter 5 of 1892, not exceeding 20 miles.
- 647.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapséal on the Intercolonial Railway and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspébiac to Gaspé as near the shore as practicable, not exceeding 102 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 51.
- 648.** To the Nipigon Railway Company, for the following lines of railway:—
- (a) From a point at or near Nipigon Station on the line of the Canadian Pacific Railway to Nipigon Lake, not exceeding 30 miles.
 - (b) From a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway, not exceeding $3\frac{1}{2}$ miles.
 - (c) From a point on the line of the Nipigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding $1\frac{1}{2}$ miles.
 - (d) From a point on the North shore of Lake Nipigon northerly, not exceeding 45 miles;
- The said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 34 of 1904, section 2, item 3, not exceeding in the whole 80 miles.
- 649.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 48, not exceeding 200 miles.
- 650.** For a line of railway from Roberval westward towards James Bay, in lieu of the subsidies granted by chapter 57, of 1903, section 2, items 11 and 52, not exceeding 100 miles.
- 651.** To the Quebec Central Railway Company for an extension of its line of railway from St. Francis to St. George not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec Bridge, not exceeding 23 miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 46.

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- 652.** To the Western Alberta Railway Company for a line of railway from a point on the United States Boundary, west of range 21, northwesterly towards Anthracite, in the Province of Alberta, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 11, not exceeding 50 miles.
- 653.** To the Shediac and Coast Railway Company for a line of railway from Shediac to Shemogue and towards Cape Tormentine in Westmoreland County, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 17, not exceeding 38 miles.
- 654.** For a line of railway from St. Constant in the County of Laprairie and Napierville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the International boundary line on the Delaware and Hudson Railway (Grand Trunk) lieu of the 19 and 12 mile subsidies granted by chapter 7 of 1899, section 2, item 10 and chapter 4 of 1894 respectively, not exceeding 28 miles.
- 655.** To the Lake Superior, Long Lake and Albany Railway Company for a line of railway from Peninsula Harbour in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 76, not exceeding 10 miles.
- 656.** For a line of railway from Owen Sound in the Province of Ontario to Meaford, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 34, not exceeding 30 miles.
- 657.** To the Kingston, Smith's Falls and Ottawa Railway Company for a line of railway from Kingston to Ottawa, being a revote of the subsidy granted by chapter 4 of 1897, not exceeding 101 miles.
- 658.** To the Lotbinière and Megantic Railway Company, for a line of railway from a point on its line between Lyster and Lime Ridge, to a point at or near the Bridge over the St. Lawrence at or near Quebec, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 45, not exceeding 30 miles.
- 659.** For a line of railway from a point on the Quebec and Lake St. John Railway, near the River Jeannotte to La Tuque, on the St. Maurice River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 57, not exceeding 35 miles.
- 660.** To the Halifax and South Western Railway Company, for a line of railway from a point at or near Halifax, to a point at or near Barrington Passage, (except that part east of Bridgewater which formerly formed part of the line of the Central Railway), in lieu of the 68, 77 and 35 miles of subsidies granted by chapter 57 of 1903, section 2, item 23 (*a*) and (*b*), and item 75, respectively, not exceeding 185 miles.
- 661.** To the Bay of Quinté Railway Company, for a line of railway from a point at or near the Village of Tweed, thence northwesterly to a point at or near the Village of Bannockburn, in the County of Hastings, being a revote in part of the subsidy granted by chapter 7 of 1899, section 2, item 45, and in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 37, not exceeding in all 20 miles.
- 662.** For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 32, not exceeding 75 miles.

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- 663.** For a line of railway from the Station of Lac Bouchette, or from a point one mile east of the said station, on the Quebec and Lake St. John Railway, to St. André, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 47, not exceeding 13 miles.
- 664.** For a line of railway from Debert Station, on the Intercolonial Railway, to Debert Coal Mine, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 20, not exceeding $4\frac{1}{2}$ miles.
- 665.** For a line of railway from a point at or near Toulon, to a point on the Icelandic River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 27, not exceeding 35 miles.
- 666.** To the Ontario, Northern and Temagami Railway Company (formerly the Temagami Railway Company), for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Temagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 36, not exceeding 50 miles.
- 667.** To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval to the Government wharf at Lake St. John, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 40, not exceeding one mile.
- 668.** For a line of railway from Truro northerly towards Brule, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 64, not exceeding 34 miles.
- 669.** To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 66, not exceeding 186 miles.
- 670.** To the Brockville, Westport and Sault Ste. Marie Railway Company, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was regranted by chapter 5 of 1892; the whole not exceeding \$86,800, being a revote of the subsidy granted by chapter 4 of 1894, and that the said subsidy or so much thereof as has heretofore been agreed upon by the terms of an agreement filed in the Department of Railways and Canals between said Brockville, Westport and Sault Ste. Marie Railway Company and the creditors of said Railway Company, to be paid over to the said creditors or the legal representatives of said creditors as mentioned in said agreement.
- 671.** For a line of railway from Jonquieres to La Baie des Ha Ha, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 7, not exceeding 20 miles.
- 672.** For a line of railway from St. Rose via the east side of Lake Ainslie to or towards Orangedale on the Intercolonial Railway, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove not exceeding four miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, items 18 and 62.
- 673.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government Pier at the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25.

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- 674.** To the Great Northern Railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the United Townships of Preston and Hartwell, not exceeding 30 miles ; and for a line of railway connecting its Montford and Gatineau line with the main line at St. Jerome, not exceeding 22 miles ; in lieu of the subsidies granted to the Montford and Gatineau Colonization Railway Company by items 6 and 41 of section 2 of chapter 57 of 1903.
- 675.** To the Great Northern Railway of Canada, for a line of railway from, at or near Garneau Junction to or towards the Quebec Bridge, not exceeding 70 miles, in lieu of the subsidy granted by item 74 of section 2, of chapter 57 of 1903.
- 676.** For a line of railway from a point at or near Ste. Agathe des Monts Station towards the Township of Howard, in the County of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, not exceeding 15 miles ; and for a line of railway between a point in the parish of St. Andrews, in the County of Argenteuil, and a point in the parish of St. Laurent, in the County of Jacques Cartier, passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles ; in lieu of the subsidies granted by chapter 34 of 1904, items 8 and 9 of section 2, not exceeding in the whole 53 miles.
- 677.** To the Kettle River Valley Railway Company for a line of railway from Grand Forks to a point 50 miles up the North Fork of Kettle River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 67, not exceeding 50 miles.
- 678.** To the Ottawa Northern and Western Railway for a line of railway from Aylmer to a point of junction with the Interprovincial Bridge approach in the City of Hull (except that portion thereof beginning at a point of junction with the line of the Hull Electric Railway in the City of Hull and terminating at a point on the main line of the Canadian Pacific Railway at the east end of its Hull Station yard) not exceeding nine miles, in lieu of the subsidy granted by item 12 of section 2 of chapter 7, of 1899, and by the first portion of item 13 of section 2 of chapter 57 of 1903.
- 679.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 3, not exceeding 51 miles.
- 680.** To the Interprovincial and James Bay Railway Company, for a line of railway from the Lake Temiskaming at the present terminus of the Canadian Pacific Railway in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 42, not exceeding 50 miles.
- 681.** For a line of railway from Waltham Station to Ferguson Point, in the County of Pontiac, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 43, not exceeding 20 miles.
- 682.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave, on the Intercolonial Railway, to Matane, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 54, not exceeding 30 miles.
- 683.** For a line of railway from the Village of Haliburton, via the Village of Whitney, towards the Town of Mattawa, Ontario, in lieu of the subsidies granted by chapter 7 of 1899, section 2, item 25, and chapter 8 of 1900, section 2, item 9, not exceeding 60 miles.

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684. For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 71, not exceeding 84 miles.

2. That unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

3. That the subsidies to be authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided herein, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a) upon the completion of the work subsidized; or

(b) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(c) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(d) with respect to (b) and (c), part one way, part the other.

4. That the subsidies to be authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as established to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1906, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

5. That the granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways so subsidized: Provided always that any

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decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

6. That every company so receiving a subsidy, its successors and assigns, and any person or company controlling or operating the railway or portion of railway so subsidized, shall each year furnish to the Government of Canada, transportation for men, supplies, materials and mails, over the portion of the lines in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy so received by the company.

7. That as respects all railways for which subsidies are granted, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

8. That the Governor in Council may make it a condition of the grant of the subsidies herein provided, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

9. That whenever a contract has been duly entered into with a company for the construction of any line of railway so subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals and upon the report and certificate of the said Chief Engineer, entitles the company thereto; Provided always:—

(a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

PART IV

MISCELLANEOUS STATEMENTS

No.

SUBSIDY AGREEMENTS for the Construction of Railways

No. of Contract.	Date of Signature.	Name of Railway.	Line of Railway to be Constructed.	AUTHORITY FOR EXECUTION.	
				Act of Parliament.	Order in Council.
15979	Sept. 6, 1905	Central Ontario Ry....	From point near Bancroft to point near Whitney.	Can., 1903, c. 57.	July 22, 1905
16127	Mar. 20, 1906	Canadian Pacific Ry. Co.	From St. Philippe d'Argenteuil Station, &c., northerly.	Can., 1904, c. 34.	Nov. 8, 1905, & Feb. 19, 1906
16237	June 26, 1906	Chateauguay & Northern Ry. Co.	From point in Hochelaga Ward, Montreal, to point on G.N.Ry., in or near Joliette, &c.	Can., 1904, c. 34.	Feb. 16, 1906
15977	July 28, 1905	Kettle River Valley Ry. Co.	From Grand Forks to a point 50 miles up Kettle River.	Can., 1903, c. 57.	July 28, 1905
16197	May 25, 1906	Klondike Mines Ry. Co.	From Dawson to Stewart River..	Can., 1903, c. 57.	May 7, 1904
16235	June 23, 1906	Kootenay Central Ry. Co.	From Golden to International Boundary Line via Windermere and Fort Steele, &c., through Crow's Nest Pass, at or near Elko.	Can., 1903, c. 57.	May 14, 1906
15917	July 5, 1905	Mabou & Gulf Ry. Co., Ltd.	From Mabou Coal Mines to point near Glendyer, thence to Orangedale on I.C.Ry.	Can., 1903, c. 57.	June 28, 1905
15956	July 28, 1905	Midway & Vernon Ry. Co.	From Midway to Vernon.....	Can., 1903, c. 57.	July 28, 1905

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 20, 1906.

1.

entered into during the Fiscal Year ended June 30, 1906.

AMOUNT OF SUBSIDY.		Number of Miles Subsidized.	Maximum Grade. Feet per Mile.	Radius of Curvature not less than.	Width of Clearing each side.	Width of Cutting.	Embankment.	Steel Rails, lb. per Lineal Yard.	Date for Completion.
Per Mile.	Not exceeding								
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lb.	
3,200	6,400	40	80	819	50	20	15	56	Aug. 1, 1907
3,200	6,400	3	116	478	50	16 & 20	14	56	Nov. 1, 1906
3,200	6,400	42	37	1,433	50	20	15	56	June 30, 1906
3,200	6,400	50	80	478	50	20	15	56	Aug. 1, 1907
3,200	6,400	84	184 80	230	30	14	10½	45	Aug. 1, 1907
3,200	6,400	186	52 80	573	50	20 & 18	14	56	Aug. 1, 1907
3,200	6,400	34	224	528	50	20	15	56	July 1, 1907
3,200	6,400	150	106	478	50	20	15	56	July 1, 1907

HAZEN HANSARD,
Law Clerk.

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No. 2.

CONTRACTS entered into during the Fiscal Year ended June, 1906.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of signature.	Contractors.	General Description.
1905.			
15951	Aug. 8	Zenon Ouellette	Erect station at St. Moise, Que.
15953	" 15	J. B. McManus, Ltd.	Construct double track diversion at Birch Cove, N.S.
15955	" 15	Thos. A. Barnhill	Erect combined station and dwelling, &c., at McKay's Siding, N.S.
*15970	" 22	John Starr, Son & Co., Ltd.	Wiring second story of freight shed on pier No. 2, Halifax, N.S.
15973	Sept. 6	J. W. Mitchell	Addition to baggage room, &c., at River John, N.S.
15986	" 15	H. Dixon	Erect station and dwelling, platform and freight shed at Aulac, N.S.
15996	" 25	Thos. A. Barnhill	Erect stations at Woodburn, Lorne and Union, N.S.
16004	Oct. 3	D. J. McDonald	Wiring of station at Stellarton, N.S.
16005	" 25	A. R. C. Clark	Erect train house and baggage room at St. John, N.B.
*16010	Mar. 9	Quebec Electric Company	Wiring of umbrella roofs at Levis, Que.
16014	Nov. 2	J. W. Dobson	Erect creosoted pile wharf at Pictou, N.S.
16021	Oct. 2	St. John Railway Company	Wiring new round house, &c., at St. John, N.B.
16020	" 10	Dominion Iron & Steel Company	Deliver 25,000 tons of steel rails.
16024	" 2	Dixon & Falconer	Erect combined station and dwelling, and combined freight shed and baggage room at McIntyre's Lake, N.S.
16028	Nov. 20	Morrison & Finlayson	Construct 4,000 feet of railway from N. Sydney to Sydney Mines, N.S.
16029	" 24	Joseph Gosselin	Construct substructures of bridges at St. Leonard Junction and Mitchell station, Que.
16042	" 15	Quebec Electric Company	Wiring of station at Drummondville, Que.
16043	" 26	Rathbun Company	Deliver 25 box cars.
16047	Dec. 9	Crossen Car Manufacturing Co., Ltd	" 75 "
16057	" 18	Rhodes, Curry & Co., Ltd.	" 100 "
16059	" 18	" "	" 20 conductors' vans.
1906.			
16063	Jan. 3	Emil A. Wallberg	Supply Mumford boilers, &c., for engine house at Truro, N.S.
16064	" 3	W. A. Hattie	Erect telegraph office at Pirate Harbour, N.S.
16065	" 3	Rhodes, Curry & Co., Ltd.	Deliver 25 refrigerator cars.
16066	" 4	D. G. Kirk	Construct creosoted piles for pier No. 8, Halifax, N.S.
16070	" 4	Copp, Dixon & Co.	Erect freight shed and baggage room at Painsec Junction, N.B.
16071	" 4	Peter Campbell	Installation of heating plant in dwelling house at Moncton, N.B.
16072	" 4	Freeze Brothers	Construct galvanized iron cornice on roof of car shop at Moncton, N.B.
16073	" 4	Geo. St Pierre & Co.	Erect station, freight shed, &c., at Mitchell, Que.
16078	" 4	Rhodes, Curry & Co., Ltd.	Deliver 750 33 in. car wheels.
16079	" 4	" "	" 2,500 "
16084	" 15	Jas. F. Falconer & Son	Erect addition to freight shed at Stellarton, N.S.
16085	" 15	Rhodes, Curry & Co., Ltd.	Deliver 10 first class cars.
16088	" 20	W. A. McKay & Co.	Wiring of Station at Sydney, N.S.
16089	" 15	L. H. Estano	Supplying and fitting of 12 water closets in cottages at Moncton, N.B.
16093	Feb. 1	Emil A. Wallberg	Erect water tanks at Gibson, Upper Cross Creek, Boies-town, Blackville, Chatham Junction and Loggieville, Moncton and Ste. Flavie District; and at Drummondville, Ste. Flavie and Montreal District.
16095	" 1	John McDougall & Co.	Deliver 1,500 33 in. car wheels.
16096	" 1	Clouthier & Gaudreau	Remodelling of station at L'Islet, Que.
16101	" 1	Emil A. Wallberg	Erect water tanks at Truro, N.S., and at Rivière du Loup, Que.
16102	" 1	"	Erect engine house, &c., at Pictou, N.S.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended June, 1906—*Continued.*INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Date of signature.	Contractors.	General Description.
1906.			
16104	" 20	Locomotive & Machine Co., Ltd.	Deliver 16 passenger engines, 'Pacific type.'
16107	" 15	Rhodes, Curry & Co., Ltd.	" 10 first-class cars.
16111	Jan. 22	Emil A. Wallberg	Supply fan system of heating for car shop at Moncton, N.B.
16117	Mar. 1	Canadian Locomotive Co., Ltd.	Deliver 20 freight engines and 3 shunting engines.
16120	" 16	Willard Kitchen	Construct spur line of railway from Fort Lawrence to Fort Lawrence Wharf, N.S.
16130	" 20	Zenon Ouellette	Erect ice house at Rivière Ouelle Wharf, Que.
16137	" 30	Crossen Car Manufacturing Co., Ltd	Deliver 5 combined vestibule second-class sleeping and baggage cars.
16141	Apr. 4	Farquhar Bros.	Wiring of freight shed No. 8, Halifax, N.S.
16149	" 9	Town of Fraserville	Wiring of engine house and annex at Rivière du Loup, Que.
16152	" 9	Willard Kitchen	Erect addition to station and freight shed at Norton, N.B.
16153	Mar. 30	Dominion Dump Car Co.	Construct and use 130 dump cars covered by patent.
16155	" 9	Cie d'Aqueduc du Cap St. Ignace	Water at Cap St. Ignace Station, Que.
16157	Apr. 17	Farquhar Bros	Wiring of new station at Pictou, N.S.
16158	" 9	Quebec Electric Company.	Wiring of engine house, machine shop, boiler room, &c., at Chaudière Junction, Que.
16166	" 5	Emil A. Wallberg	Erect addition to engine house at Stellarton, N.S.
16167	" 19	"	Construct umbrella roofs over platform at Sydney, N.S.
16172	" 6	Rhodes, Curry & Co., Ltd.	Deliver 100 box cars.
16199	Mar. 1	The Rathbun Co.	" 2 flanger cars.
16219	Jan. 6	Rhodes, Curry & Co., Ltd.	" 10 snow ploughs and 2 double track ploughs and flangers.
16225	June 14	R. H. Canavan	Erect addition to freight shed at Windsor, N.S.
16234	" 20	John H. McKay	Erect station, dwelling, &c., at Belmont, N.S.
16248	" 8	Dominion Bridge Co., Ltd.	Erect bridges at Nauwigewauk and St. John, N.B.

PRINCE EDWARD ISLAND RAILWAY.

1905.			
15954	Aug. 8	Ignatius Roach	Erect 8 section tool house on the Murray Harbour Branch.
*16006	June 26	Willard Kitchen	Deliver 8,500 lineal feet of portable snow fence.
16031	Nov. 22	A. E. Leigh	Telegraph lines.
16041	Dec. 2	J. M. Clark & Co.	Erect agent's dwelling at Freetown, P.E.I.
16046	" 9	Willard Kitchen	Erect creosoted pile wharf and freight shed at Georgetown, P.E.I.
16087	" 1	Rhodes, Curry & Co., Ltd.	Deliver 300 car wheels.
1906.			
16124	Mar. 20	Emil A. Wallberg	Erect stone passenger station and baggage room at Charlottetown, P.E.I.
16136	" 26	M. F. Schurman & Co.	Erect freight shed at Kensington, P.E.I.
16159	April 16	B. D. Huntley	Supply and erect 15 water closets on the Murray Harbour and Montague branches.
16164	" 23	J. M. Clark & Co.	Construction and plumbing of water closets and toilet rooms in Summerside station, P.E.I.
16202	Jan. 3	M. F. Schurman & Co.	Deliver 8,000 ft. of portable snow fence.
16211	June 4	Willard Kitchen	Erect water tank at Montague, P.E.I.
16212	" 4	"	Works at Montague and Murray Harbour.
16224	" 14	Thomas Campbell	Surfacing of roadway on approaches to Hillsborough Bridge, P.E.I.
16248	" 8	Dominion Bridge Co., Ltd.	Erect bridge at Brudenel, P.E.I.

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CONTRACTS entered into during the Fiscal Year ended June 30, 1906—*Continued.*

CARILLON CANAL.

No. of Con- tract.	Date of signa- ture.	Contractors.	General Description.
	1905.		
16032	Nov. 29	T. Ross & Sons & Ayers.....	Lighting of canal.

CHAMBLY CANAL.

	1906.		
16215	June 7	Phoenix Bridge & Iron Works, Ltd	Erect swing bridge at Riley's Crossing, Que.

CORNWALL CANAL.

	1905.		
15943	July 17	L. S. Macoun.....	Supply shafting, hangers, pulleys, &c.
15987	Sept. 15	Wm. M. Leacy.....	Riprap and filling in near foot of canal.

GALOPS CANAL.

	1906.		
16229	June 16	Quinlan & Robertson	Erect wharf near west end of 'Deep Cut,' Cardinal, Ont.

GRENVILLE CANAL.

	1905.		
16032	Nov. 29	T. Ross & Sons & Ayers	Lighting canal.

LACHINE CANAL.

	1905.		
15926	July 7	P. Leduc.....	Erect 5 lock and 5 bridge houses.
15966	Aug. 16	Dominion Bridge Co., Ltd.....	Erect swing bridge at Atwater Avenue, Montreal.
16012	Nov. 2	Quinlan & Robertson	Erect wharf at Lachine, Que.
16013	Oct. 3	"	Erect wharf and sidewalks at entrance to Lock No. 1.
	1906.		
16165	April 23	Canadian Portland Cement Co...	Deliver 4,000 brls. cement.
16181	May 4	Quinlan & Robertson.....	Raising of sheds Nos. 4 and 5, Basin No. 2.
16195	April 17	"	Erect concrete wall at St. Gabriel Basin No. 1.
16198	May 26	"	Paving of approaches to swing bridges.
16200	" 14	Canadian Agency & Supply Co..	Deliver 3,000 brls. cement.
16245	June 23	Lymburner & Matthews.	Supply machinery to operate lock gates.

RIDEAU CANAL.

	1905.		
15944	Aug. 12	Ottawa Lumber Co.....	Deliver 90,000 ft. b. m. hemlock timber.
15949	July 22	International Portland Cement Co., Ltd.	" 1,500 brls. cement.
15976	Sept. 15	M. L. Wilson.....	Drill well at lock house at Davis' Station.
15991	" 20	M. Ryan	Deliver timber for 1905-6.
	1906.		
16142	April 4	Ottawa Lumber Co.....	Deliver 369 pieces B.C. or Douglas fir dimension timber.

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CONTRACTS entered into during the Fiscal Year ended June 30, 1906—*Concluded.*

SOULANGES CANAL.

No. of Contract.	Date of signature.	Contractors.	General Description.
1905.			
16008	Oct. 20	John Bertram & Sons Co., Ltd.	Deliver machinery.
16009	" 20	Railway Spring & Supply Co ...	" "
16017	Nov. 10	Watson Jack & Co.....	" "

ST. OURS LOCK.

1905.			
16056	Dec. 15	Locomotive & Machine Co. of Montreal, Ltd.	Deliver I beams and hand railing for landing wharfs above and below lock.

WELLAND CANAL.

1905.			
15967	Aug. 21	M. J. Hogan	Construct new docking along old west pier of Port Colborne entrance.
16074	Dec. 15	"	Supplementary to contract No. 15967.
1906.			
16103	Feb. 14	Niagara Falls Machine & Foundry Co., Ltd.	Supply iron and brass castings for '906.
16119	Mar. 3	J. H. Kratz & Co.....	Supply timber, lumber, &c., for 1906.
16122	Feb. 14	McCleary & McLean.....	" " "
16123	Mar. 20	Mason, Gordon & Co	" " "
16161	April 23	Joseph Battle.....	Construct retaining wall on east side of rock cut near Raney's Bend.

*Too late for last year's report.

HAZEN HANSARD,
Law Clerk.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 20, 1906.

6-7 EDWARD VII., A. 1907

No.

No. 3.—WATER POWER and other Public Property leased by the Department

1.—INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
1905.			
15930	July 30..	Alice E. Jones.....	Land at Moncton, N.B.
16001	Oct. 3..	Sussex Packing Co.....	Privilege to lay a 2-in. pipe at Sussex, N.B.
16003	" 18..	Geo. B. Martin.....	Land at Assametquaghan, Que.
16015	Nov. 2..	City of Sydney....	Privilege to lay a 6-in. pipe at Prince St., Sydney, N.S.
16069	Dec. 30..	F. George.....	Land at Folleigh Lake, N.S.
16081	" 30..	W. R. Steeves.....	Land at Beaver Brook Station, N.B.
1906.			
16086	Jan. 23..	A. M. Rowan.....	N. end of shed No. 12 on Ballast Wharf, St. John, N.B.
16097	Feb. 6..	D. E. Read.....	Land at Pictou Landing, N.S.
16112	" 22..	G. E. Patterson.....	Land at Marshy Hope Station, N.S.
16125	Mar. 13..	Imperial Oil Co., Ltd.	Land at St. Paschal and St. Jean Port Joli, Que.
16160	" 1..	A. McMullen.....	Land at Wentworth, N.S.
16168	" 2..	M. J. McNeil.....	Land at Boisdale, N.S.
16169	Apr. 11..	D. E. McKeigan.....	Land at Leitches Creek, N.S.
16189	May 12..	Acadia Coal Co., Ltd.....	Land at Pictou Landing, N.S.
16191	" 2..	Price Bros.....	Privilege to stretch wire across railway at point $\frac{1}{2}$ mile W. of Salmon Lake Station, Que.
16192	" 14..	Intercolonial Coal Mining Co., Ltd.....	Land at Deep Water Terminus, Halifax, N.S.
16196	" 22..	Theo. Fournier.....	Privilege to lay water pipe at Sayabec, Que.
16217	June 6..	Albert Mfg. Co. of Hillsborough.	Land at Salisbury Station, N.B.
16218	" 6..	B. Leclaire & A. Daigle.....	Land at Tartague, Que.
16220	" 6..	Central Telephone Co.....	Privilege to stretch wires at Matapedia Bridge, &c.
16226	" 6..	New Glasgow Electric Light Co..	Privilege to erect electric line across railway and along right of way at New Glasgow, N.S.
16230	June 18..	Kate A. Brown.....	Land at Salisbury Station, N.B.
16233	" 18..	His Majesty the King.	Rooms on ground floor of building No. 3, and rooms on 2nd floor of building No. 5, King St., St. John, N.B.
16249	28..	H. J. B. Woods	Land at N. Sydney, N.S.

PRINCE EDWARD

1906.			
16246	June 28..	M. P. Driscoll.....	Land at Freetown, P.E.I.
1905.			
16254	Aug. 24..	Province of P. E. Island.	Land between Souris Beach and Souris Road, King's Co.

3.

of Railways and Canals during the Fiscal Year ended June 30, 1906.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.					
				Annual Rental.		Due each Year.		First Instalment due.	
			1905.	\$ cts.					
6·3 acres.....		During pleasure....	June 1, 1905	15 00		June 1..	June 1, '05		
.....			July 1, 1905	1 00		July 1..	July 1, '05		
10,000 sq. ft.			" 1, 1905	1 00		" 1..	" 1, '05		
.....		"	" 1, 1905	2 00		" 1..	" 1, '05		
0·09 acres.....		"	" 1, 1905	1 00		" 1..	" 1, '05		
375 sq. ft.....		"	" 1, 1905	1 00		" 1.	" 1, '05		
.....		"	" 1, 1905	100 00		" 1..	" 1, '05		
0·6 acre.....		"	Dec. 1, 1905	5 00		Dec. 1..	Dec. 1, '05		
480 sq. ft.....		"	July 1, 1905	1 00		July 1..	July 1, '05		
480 sq. ft.....		"	" 1, 1905	10 00		" 1..	" 1, '05		
0·53 acre.....		"	Mar. 1, 1906	5 00		Mar. 1..	Mar. 1, '06		
1,750 sq. ft....		"	July 1, 1905	1 00		July 1..	July 1, '06		
312 sq. ft.....		"	" 1, 1905	1 00		" 1..	" 1, '06		
5·79 acres.....		"	" 1, 1905	1 00		" 1..	" 1, '06		
.....		"	Mar. 1, 1906	5 00		Mar. 1..	Mar. 1, '06		
160 sq. ft.....		"	Jan. 1, 1906	1 00		Jan. 1..	Jan. 1, '06		
.....		"	Oct. 15, 1903	Water at Sayabec Station....		Oct. 14..	Oct. 14, '04		
2,450 sq. ft....		"	July 1, 1905			July 1.	July 1, '05		
660 sq. ft.....		"	" 1, 1905			" 1.	" 1, '05		
.....		"	Mar. 1, 1906	19 00		Mar. 1.	Mar. 1, '06		
.....		"	May 1, 1906	25 00		May 1..	May 1, '06		
2,000 sq. ft....		During pleasure....	July 1, 1905	1 00		July 1....	July 1, '05		
.....			Feb. 1, 1906	950 00		Quarterly.	May 1, '06		
.....		4½ years.....							
120 sq. ft.. ...		During pleasure....	Jan. 1, 1906	1 00		Jan. 1....	Jan. 1, '06		

ISLAND RAILWAY.

600 sq. ft.. ...		During pleasure. . .	July 1, 1906	1 00		July 1....	July 1, '06		
4·21 acre		"	Aug. 24 1905	1 00		.....		

No. 3.—WATER POWER and other Public Property leased by the Department of

CHAMBLY

No. of Lease.	Date of Signature.	Lessee.	Property leased.
	1906.		
16113	Feb. 24..	Singer Mfg. Co.....	Priv. to lay 24-in. pipe across lands and under canal at St. Johns, Que.
CORNWALL			
	1905.		
15927	July 20..	Lake View Cheese Mfg. Association.	Pt. lot 26, 1st con., tp. of Cornwall, Co. of Stormont, Ont.
GALOPS			
	1906.		
16240	June 23..	E. V. Dodge.....	Land on N. side of old canal at W. end of Cardinal Village.
LACHINE			
	1905.		
15928	July 20..	Grand Trunk Ry. Co. of Canada.	Priv. to lay a spur line on N. bank of canal.....
15971	Aug. 15.	Canada Car Co., Ltd.....	Priv. to lay 16-in. pipe from canal to lot 3603, Cote St. Paul, and draw water.
15978	Sept. 15..	Grand Trunk Ry. Co. of Canada.	Priv. to lay 2 sidings on N. bank of canal.....
15994	July 27..	" "	Priv. to lay spur lines on S. bank of canal.....
16030	Nov. 24..	Canadian Carbonate Co.....	Priv. to lay a 1-in pipe from canal to lot 3519, Cote St. Paul, and draw water.
	1906.		
16098	Feb. 10..	Montreal Rolling Mills Co.....	Priv. to place post to support corner of overhead conveyor.
16108	" 10..	Standard Chemical Co. of Toronto, Ltd.	Priv. to lay 6-in. pipe and draw water.
16109	" 19..	Ogdensburg Coal & Towing Co..	Land in Town of St. Henri, Que.....
16116	Mar. 7..	Montreal & Southern Counties Ry.	Priv. to lay line of electric railway on Riverside and Mill Sts. and cross Black's Bridge, Montreal.
16132	" 22..	Quinlan & Robertson.....	Wharf lot No. 7 on S. E. side of Wellington Basin, Point St. Charles, Montreal.
16135	" 27..	Northern Electric & Mfg. Co., Ltd.	Priv. to lay 12-in. supply pipe and 16-in. discharge pipe from New St. Gabriel Basin No. 4 to lot 1198, St. Ann's Ward, Montreal, and draw water.
16188	May 12..	Ottawa Forwarding Co., Ltd....	Flour shed No. 3, Basin No. 3.....
16201	" 25..	J. H. Hutchison.....	Priv. to lay a 2-in. pipe from canal to lots 2155 and 2158, St. Henri, Par. of Montreal, and draw water.
16210	" 28..	G. A. Grier.....	Land on N. side of canal at Montreal, and privilege to build a wharf.
16214	June 4..	Wm. Rutherford & Sons Co., Ltd.	Priv. to lay 5-in. pipe to lot 2287, Par. of Montreal, and draw water.
16241	" 22..	Sessenwein Bros.....	Lot No. 8, S. E. side of Wellington Basin, Montreal.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1906—Continued.

CANAL.

Area.	Amount of Water Power.	Term.	Commence- ment of term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each year.	First instalment due.
				\$ cts.		
.....		During pleasure ...	Jan. 1, 1906	10 00	Jan. 1....	Jan. 1, '06

CANAL.

0.28 acre		During pleasure....	April 1, 1905	1 00	April 1...	April 1, '05
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CANAL.

0.17 acre		During pleasure....	Jan. 1, 1906	30 00	Jan. 1....	Jan. 1, '06
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CANAL.

.....		21 years	July 1, 1904	1 00	July 1....	July 1, '04
.....		During pleasure ..	April 1, 1905	780 00	April 1...	April 1, '05
.....		"	Aug. 1, 1905	5 00	Aug. 1....	Aug. 1, '05
.....		21 years	July 1, 1905	5 00	July 1....	July 1, '05
.....		During pleasure....	Sept. 1, 1905	10 00	Sept. 1....	Sept. 1, '05
.....		"	Jan. 1, 1906	1 00	Jan. 1...	Jan. 1, '06
.....		"	" 1, 1906	210 00	" 1....	" 1, '06
4,200 sq. ft....		"	" 1, 1905	84 00	" 1....	" 1, '06
.....		21 years	Mar. 1, 1906	190 00	Mar. 1...	Mar. 1, '06
17,680 sq. ft....		During pleasure....	May 1, 1906	212 00	May 1....	May 1, '06
.....		"	July 1, 1906	780 00	July 1....	July 1, '06
.....		"	May 1, 1906	170 00	May 1....	May 1, '06
.....		"	" 1, 1906	30 00	" 1....	" 1, '06
.....		"	" 1, 1906	60 00	" 1...	" 1, '06
.....		"	" 1, 1906	150 00	" 1....	" 1, '06
17,680 sq. ft....		"	June 1, 1906	212 00	June 1...	June 1, '06

6-7 EDWARD VII., A. 1907

No. 3.—WATER POWER and other Public Property leased by the Department of
RAPIDE PLAT

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
1906.			
16110	Feb. 23..	Morrisburg Village.. .. .	Land in Village of Morrisburg and surplus water...
RIDEAU			
1905.			
15968	Aug. 15..	R. F. Rowan and John H. Birkett.	Privilege to dredge material from bed of canal between Kingston Mills and Jones Falls.
1906.			
16203	May 28..	St. Patrick's Orphan Asylum of Ottawa,	Pt. Lot 22, Gore of Gloucester, Co. of Carleton, Ont.
16227	June 6..	Wm. J. Brown.. .. .	Pt. Lot 4, Con. I, Township of Oxford, Co. of Grenville, Ont.
TRENT			
1905.			
15995	Sept. 25..	Peterborough Golf and Country Club.	Pt. E $\frac{1}{2}$ Lot 2, Con. 12, Township of Douro.... .
1906.			
16118	March 6..	The James Bay Ry. Co.. .. .	Pt. Lot. 13, Township of Mara, Ont., and privilege to erect swing bridge thereon.
16209	June 4..	Crushed Stone, Ltd.... .	Pts. 48 and 32, Con. 8, and pt. 49, Con. 9, Township of Eldon, Co. of Victoria, Ont., and use of stone.
WELLAND			
1905.			
15922	July 8.	Lincoln Electric Light and Power Co., Ltd.	Privilege to lay cable above Lock No. 2.
15965	Aug. 21.	Town of Welland..... .	Privilege to make connection by sewer pipe with Government drain.
16058	Dec. 22	City of St. Catharines.	Water power from canal on Lake Erie level at Allanburg.
16080	" 29..	M. Beatty & Sons, Ltd	Pt. 26, Con. 5, and pts. 26, Con. 6, Township of Crowland, Co. of Welland, Ont.
1906.			
16128	Mar. 22	Lincoln Electric Light and Power Co., Ltd.	Privilege to erect an electric line at lower end of Lock 3.
16143	" 31.	Hamilton Cataract Power, Light and Traction Co., Ltd.	Water power..... .
16170	April 21.	Toronto and Niagara Power Co..	Two parcels of land, 100 ft. square, in Township of Thorold, Co. of Welland, Ont., and privilege to erect thereon transmission towers, to carry wires over canal.
16213	June 5..	Niagara, St. Catharines and Toronto Ry. Co,	Privilege to erect swing bridge at Guard Lock, Thorold, Ont.
16216	" 4..	Susan Miller..... .	Privilege to lay 1 $\frac{1}{2}$ -inch pipe from head of Lock 9, and draw water.
16238	" 2	Hamilton Cataract Power, Light and Traction Co., Ltd.	Two parcels of land in Welland, Ont., and privilege to erect thereon transmission towers, to carry wires over canal.
16239	" 23	Dept. of Militia and Defence....	Pt. Lots 14 and 15, Township of Dunn, Co. of Haldimand, Ont.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1906—*Concluded.*

CANAL.

Area.	Amount of Water Power.	Term.	Commence- ment of term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each year.	First instalment due.
				\$ cts.		
0·519 acre	1,100 h. p..	21 years.....	Jan. 1, 1906	Land, \$40; water, \$2 per h. p.	Half-year- ly.	Jan. 1, '06

CANAL.

.....	.....	21 years.	Jan. 1, 1904	300 00	July 1. . .	July 1, '06
4 acres. . . .	.....	During pleasure....	Feb. 1, 1906	1 00	Feb. 1....	Feb. 1, '06
3½ " . . . .	.....	" . . . .	June 1, 1906	7 00	June 1....	June 1, '06

CANAL.

1·3 acre . . . .	.....	During pleasure....	Sept. 1, 1905	10 00	Sept.1....	Sept. 1, '05
0·218 " . . . .	.....	" . . . .	Jan. 1, 1906	25 00	Jan. 1....	Jan. 1, '06
8 acres.. . . .	.....	20 years.	April 1, 1905	100 00	Apr. 1....	Apr. 1, '05

CANAL.

.....	.....	During pleasure...	June 1, 1905	5 00	June 1... .	June 1, '05
.....	.....	" . . . .	July 1, 1905	5 00	July 1....	July 1, '05
.	50 cu. ft. per sec.	19 yrs. and 4 months renewable.	Sept. 1, 1904	500 00	Half-year- ly.	Jan. 1, '05
2·05 acres.....	.....	During pleasure....	Jan. 1, 1906	25 00	Jan. 1....	" 1, '06
.....	.....	" . . . .	Sept. 1, 1905	5 00	Sept.1....	Sept. 1, '05
.	300 cu. ft. per sec.	18 years	Jan. 1, 1906	9,000 00	Half-year- ly.	Jan. 1, '06
.....	.....	10 years renewable..	April 1, 1906	100 00	Apr. 1... .	Apr. 1, '06
.....	.....	10 years.	May 1, 1906	25 00	May 1....	May 1, '06
.....	.....	During pleasure ..	June 1, 1906	10 00	June 1... .	June 1, '06
.....	.....	10 years renewable,.	May 1, 1906	100 00	May 1....	May 1, '06
.....	.....	During pleasure....	June 1, 1906	10 00	June 1....	June 1, '06

HAAZEN HANSARD,
Law Clerk.

No. 4.

PROPERTY CONVEYED to the Department of Railways and Canals and Letters Patent granted during the Fiscal Year ended June, 1906.

6-7 EDWARD VII., A. 1907

CANADIAN PACIFIC RAILWAY.

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.	County.	Area.	Amount.
	1906.						\$ cts.
16243	Mar. 5.	His Majesty the King.	Land for right of way, &c.	Nipissing, Algoma and Thunder Bay			

INTERCOLONIAL RAILWAY.

1904.	13.	Alex. Phillips	Land on W. side of Upper Street	Halifax City	Halifax, N. S.	6,245 sq. ft.	5,326 90
1905.	26.	His Majesty the King	Land at	Sussex	Kings, N.B.	15,487 "	
15980	Aug. 26.	"	"	"	"	15,487 "	
15981	" 26.	"	"	"	"	6,000 "	
15982	" 28.	"	"	"	"	17,250 "	
15983	" 26.	"	"	"	"	6,000 "	
15984	" 25.	"	"	"	"	15,487 "	
15985	" 26.	"	"	"	Westmoreland, N.B.	0.75 acre	350 00
*15988	Jan. 12.	Emma J. Lowerison.	58, 59, 108 and 109, and pts. 57 and 110	Aulac	Drummondville, Que.	41,976 l	2,000 00
*15992	May 17.	William Watts.	S. Ward	Drummondville.	Pictou, N.S.	18,001 sq. ft.	8,000 00
15997	July 7.	Rachel Primrose, et al.	Land and land covered with water.	Pictou Harbour		7.45 acres.	
1904.	26.	Louis St. Laurent.	Pt. 32, Range 1st.	Hunqui Tp.	Rimouski, Que.	3,190 sq. ft.	200 00
*15998	Aug. 26.	G. Roy.	"	"	"	1,860 "	70 00
*16000	" 26.	A. Lamontagne.	"	"	"	2,400 "	100 00
1905.	18.	W. A. Hendry	Land at	Springhill Jet.	Cumberland, N.S.	4.6 acres.	400 00
16025	July 18.	John Ware, et al.	Land on S. side of Gray's Lane	Halifax City	Halifax, N.S.	1,633 sq. ft.	1,000 00

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16033	"	16..	Thos. Ritchie, <i>et ux.</i>	"	"	1,349	"	900 00
16034	"	21..	Geo. Ritchie and Jno. Men- ger	Land N. side of Gerrish Street	"	"	2,200	"	1,800 00
16035	"	20	Thos. and Geo. Ritchie	Land W. side of Upper Water Street ..	"	.....	"	1,748	"	.....	2,400 00
16036	"	27..	G. P. Archibald .....	"	"	.....	"	4,200	"	.....	2,800 00
16037	"	23..	James A. Artz .....	"	"	.....	"	3,600	"	.....	1,200 00
16038	"	22..	Thos. Spry, <i>et ux.</i> .....	"	"	.....	"	6,230	"	.....	1,600 00
16039	"	25..	A. I. Rockwell .....	"	"	.....	"	1,526 ¹ ₂	"	.....	1,200 00
16048	Oct.	21..	C. Kee, <i>et al.</i>	Of privilege to lay pipes through Grant- or's land at Hampton, N.B. ....	"	.....	"	.....	"	.....	50 00
16049	Aug.	31..	Levi Hart	Land on E. side of	Campbell Road	Halifax, N.S.	.....	.....	.....	.....	18 00
16052	Oct.	2..	C. T. West	Land on W. side of Upper Water Street	Halifax City .....	"	.....	5,148 sq. ft.	.....	.....	1,000 00
16053	Sept.	28..	C. Smith	Land on S. side of Gerrish Street .....	"	.....	"	3,075	"	.....	1,800 00
16054	"	28..	D. McMullin	Land on N. side of Gray's Lane .....	"	.....	"	2,560	"	.....	1,000 00
16055	Oct.	6..	A. B. and G. E. Boak	Land on W. side of Upper Water Street	"	.....	"	4,140	"	.....	1,200 00
16067	Nov.	22..	E. Beauregard	Pt. 51, Range of St. Henri	Parish of St. Liboire	Bagot, Que.	.....	3,500	"	.....	50 00
16068	"	22..	Mrs. O. Allard	Pt. 420, Range of St. George .....	"	.....	"	3,500	"	.....	45 00
16077	Oct.	28..	Donald McKay	Land at	McKay's Siding	Colchester, N.S.	.....	3,400	"	.....	50 00
16083	Sept.	28..	W. K. Thomson, <i>et al.</i>	Land on W. side of Upper Water Street	Halifax City	Halifax, N.S.	.....	6,725	"	.....	1,100 00
16092	Nov.	24..	H. M. Evans, <i>et al.</i>	Land on S. side of Gray's Lane .....	"	.....	"	1,526 ¹ ₂	"	.....	1,200 00
16133	Dec.	18..	Chas. W. Hewson, <i>et al.</i>	Land at	Fort Lawrence	Cumberland, N.S.	.....	1 17 acre	.....	.....	263 80
16138	Jan.	9..	David Andrews, <i>et ux.</i>	Land on W. side of Upper Water Street	Halifax City	Halifax, N.S.	.....	4,056 sq. ft.	.....	.....	1,100 00
16139	"	26..	James Artz, <i>et al.</i>	Land on N. side of Artz Lane .....	"	.....	"	9,916	"	.....	3,800 00
16140	"	26..	"	"	"	.....	"	2,664	"	.....	2,100 00
*16144	Nov.	4	Christy Smith	Land at	Sydney	Cape Breton, N.S.	.....	11,385	"	.....	4,500 00
16146	Feb.	26..	J. G. Thomson, <i>et al.</i>	Land on S. side of Gerrish Street	Halifax City	Halifax, N.S.	.....	1,500	"	.....	1,600 00
16145	Dec.	5..	John W. Austin, <i>et ux.</i>	Land on W. side of Upper Water Street	"	.....	"	2,244	"	.....	1,300 00
16147	Nov.	17..	W. H. L. Cogswell, <i>et ux.</i> .....	"	"	.....	"	4,600	"	.....	3,600 00
16148	"	3..	Mary A. Plumkett	Land on S. side of Artz Street .....	"	.....	"	38,653	"	.....	2,250 00
16150	"	15..	Wm. H. Archibald, Trustee	Land at	N. Sydney	Cape Breton, N.S.	.....	21,974	"	.....	1,260 00
16176	"	10..	Wm. Cunard, <i>et ux.</i>	Land at .....	"	.....	"	.....	"	.....	1,600 00
16178	Mar.	6..	John Barry, <i>et al.</i>	Land on W. side of Upper Water Street	Halifax City	Halifax, N.S.	.....	5,304	"	.....	2,200 00
16179	Nov.	24..	Fred H. Turner, <i>et al.</i> .....	"	"	.....	"	3,650	"	.....	4,900 00
16180	Dec.	7..	John O'Sullivan .....	"	"	.....	"	8,424	"	.....	2,000 00
16182	Jan.	25..	Peter Mason, <i>et ux.</i> .....	"	"	.....	"	2,730	"	.....	1,000 00
16183	Feb.	16..	Jairus Hart .....	"	"	.....	"	5,040	"	.....	960 00
16184	Dec.	27..	Alfred Short .....	"	"	.....	"	4,800	"	.....	550 00
16186	Oct.	31..	James Roue, <i>et al.</i>	Land at .....	"	.....	"	2,808	"	.....	1,700 00
16187	"	27..	James Reeves, <i>et ux.</i>	Land on W. side of Upper Water Street	"	.....	"	7,000	"	.....

* Too late for last year's Report.

No. 4.—PROPERTY Conveyed to the Department of Railways and Canals and Letters Patent granted during the Fiscal Year ended June 30, 1906—*Concluded*

INTERCOLONIAL RAILWAY—*Continued.*

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.	County.	Area.	Amount.
	1905.						cts.
16190 Dec.	26.	Joseph Blanchet.....	Pt. 550.....	St. Ignace Parish.....	Montmagny, Que.....	16,340 sq. ft. . .	37 70
16191 Feb.	20.	George Penny <i>et al.</i>	Land on W. side of Upper Water Street	Halifax City.	Halifax, N.S.	35,676 "	21,000 00
16206 Jan.	30.	Robt. W. Hewson <i>et ux.</i> ...	Land at.....	Moncton.....	Westmoreland, N.B. . .	1.38 acre.....	10,490 00
16207 March	13.	M. Inglis <i>et al.</i>	Land on S. side of Gerrish Street.	Halifax City.....	Halifax, N.S.	3,000 sq. ft.....	2,200 00
16208 "	30.	John K. Hubley <i>et ux.</i> ...	Land on W. side of Upper Water Street	"	"	4,800 "	3,500 00
16231 April	14.	A. Cannon <i>et ux.</i> ...	Land at.....	Fort Lawrence	Cumberland, N.S. . . .	1.01 acre	141 40
16232 May	7.	Thos. C. Fraser <i>et al.</i>	Land at.....	Lorne	Pictou, N.S.	0.384 "	50 00
16236 March	9.	Catherine Kennedy <i>et al.</i> ...	Land on N. side of Gerrish Street.	Halifax City.	Halifax, N.S.	3,306 sq. ft.....	1,400 00
16242 Feb.	12.	Frank S. West <i>et al.</i> ...	Land on N. side of Gray's Lane.	"	"	5,200 "	2,100 00
16250 March	30.	A. B. Mitchell <i>et ux.</i> ...	Land on S. side of Gerrish Street.	"	"	1,500 "	1,100 00
16255 May	4.	J. H. Goodwin <i>et al.</i> ...	Land at.....	Fort Lawrence	Cumberland, N.S. . . .	1.65 acre	500 20
16263 Nov.	1.	Peter Mason <i>et ux.</i>	Land on W. side of Upper Water Street	Halifax City.....	Halifax, N.S.	1,656 sq. ft.....	1,200 00
16264 March	27.	C. H. Wallace <i>et al.</i>	Land on N. side of Gerrish Street.....	"	"	1,653 "	1,600 00
16265 Feb.	21.	John Y. Payzant.....	Land on W. side of Upper Water Street	"	"	4,100½ "	2,000 00
16266 May	22.	J. B. McManus, Ltd.	Land at	Memramcook.	Westmoreland, N.B. . .	7,500 "	1 00
16276 "	1.	A. F. Chamberlain <i>et ux.</i> ...	Land at	Campbellton.....	Restigouche, N.B. . . .	0.82 acre	200 00

CORNWALL CANAL.

16205 May	28.	Mary L. H. Waldorf.....	Pt. W½ 7, 1st con.....	Osnabruk T'p.....	Stormont, Ont.....	0.42 acre	26 31
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FARRAN'S POINT CANAL.

15941 July	1.	Geo. Kerr <i>et ux.</i>	Pts. 16, 17 and 18, Village of Farran's Pt.	Osnabruk T'p.....	Stormont, Ont	0.26 acre. . . .	6,204 00
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SESSIONAL PAPER No. 20

CALLOPS CANAL.

1905.	18...	Mary A. Sellack	Pt. E ₂ of W ₂ No. 11, 1st con.	Edwardsburgh T'p.	Grenville, Ont.	1.28 acre. ⁴	430 10
16062	Nov.						

TRENT CANAL.

1905.	31.	Hamilton Provident and Loan Society.	Pt. E ₂ No. 2, con. "A"	Mara T'p	Ontario, Ont.	0.29 acre.	25 00
16082	Nov.	Robert Lunan.	Pt. 19, con. 4, N. of Portage Road.	Eldon T'p.	Victoria, Ont.	2 acres	130 00
16126	Jan.	James Jewell <i>et al.</i>	Pt. 20, con. 4, N. of Portage Road.	"	"	2 "	130 00
16193	April	Joseph Cowie.	Pt. 1, con. "B"	Mara T'p.	Ontario, Ont.	0.36 acre.	36 00
16270	Jan.	Co. of Peterborough and Township of Otonabee.	Bensford and Wallace Bridges.	Otonabee T'p.	Peterborough, Ont. ....	.....	1 00
16271	"	Co. of Peterborough, T'p of Ennismore & T'p of Smith.	Chemong Bridge.	Ennismore T'p. ....	" .....	.....	1 00
16272	"	Co. of Peterborough, T'p of Ennismore & T'p of Harvey.	Gannons Narrows Bridge.	Harvey T'p. ....	" .....	.....	1 00
16273	March	Co. of Peterborough, City of Peterborough and T'p of Monaghan.	Locks Bridge.	N. Monaghan T'p. ....	" .....	.....	1 00

WELLAND CANAL.

1905.	3.	A. E. Grass <i>et al.</i>	Pt. 15, con. 5.	Grantham T'p.	Lincoln, Ont.	0.41 acre.	200 00
16022	Nov.	J. H. Bugar <i>et al.</i>	Pt. 238.	Thorold T'p.	Welland, Ont.	0.01 "	1,500 00

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 20, 1906.

HAZEN HANSARD,
Law Clerk.

No. 5.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended June 30, 1906.

INTERCOLONIAL RAILWAY.

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1906.			\$ cts.
16094	Jan. 18	P. F. Lacroix.....	Damages consequent upon closing of farm crossing at St. Michel Station, Co. of Bellechasse, Que.	75 00
16175	Feb. 15	A. McKinnon.....	Damages consequent upon closing of farm crossing at North Sydney Junction, N.S.	200 00
16177	Mar. 21	John A. McDonald.....	Damages caused by water to goods and buildings at Iona, N.S.	1,200 00
16252	June 16	John K. Hubley.....	From all claims and demands incidental to purchase of land in Halifax, N.S.	500 00
16253	" 15	Mary Voltz.....	From all claims and demands incidental to purchase of land in Halifax, N.S.	200 00

TRENT CANAL.

	1905.			
16023	Nov. 9	The Geo. Mathews Co., Ltd.	Damages to goods consequent upon flooding of cellars.	600 00
	1906.			
16131	Mar. "	Richard Cosgriff....	Damages to Lot S½ 11, 8th Concession, Township of Ennismore, County of Peterborough, Ont., consequent upon the raising of Buckhorn Dam.	12 00

WELLAND CANAL.

	1905.			
15948	Aug. 16	Frank P. Goring.....	Damages for injuries sustained.....	725 00
15952	" 18	Robert Colgan.....	" " &c.....	32 50
16060	Dec. 21	F. Boyer.....	" " at Port Colborne.	1,600 00

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 20, 1906.

HAZEN HANSARD,
Law Clerk.

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